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RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board
ON
INDIAN RAILWAYS
FOR
1935—36
Volume II—Statistics

(Compiled by Controller of Railway Accounts)



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- (1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 5-8-0 or 9s. Volume II, Rs. 5-8-0 or 9s [1934-35].
- (2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9s. 9d.
- (4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 (corrected upto 1st July 1935).

TECHNICAL PAPERS.

(5) Over 298 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—

- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below —

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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2 An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs 50 lakhs and over a year

Class II—Railways with gross earnings of less than Rs 50 lakhs a year, but exceeding Rs. 10 lakhs a year

Class III—Railways with gross earnings of Rs 10 lakhs and under a year

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A

FINANCIAL AND STATISTICAL
SUMMARIES.

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts	Percentage of Net Revenue Receipts on Capital at Charge. (Col 4 × 100) Col. 3	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)]		Percentage of Gain or Loss on Capital at Charge. (Col 9 or 10 × 100) Col. 3
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments	Total charges.	Gain	Loss	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	1934-35	5,00,74,66	15,73,71	3.14	..	19,95,09	19,95,09	..	4,21,38	—0.84
	1935-36	4,97,64,51	16,23,59	3.26	..	19,67,21	19,67,21	..	3,43,62	—0.69
2. State Lines worked by Companies or by Indian States	1934-35	2,91,44,58	11,22,51	3.85	61,12	11,70,37	12,31,49	..	1,08,98	—0.37
	1935-36	2,88,28,02	11,23,05	3.90	50,95	11,58,69	12,09,64	..	86,59	—0.30
3. Miscellaneous items	1934-35	3,10,31	.	.	.	14,60	14,60	..	14,60	—4.70
	1935-36	3,09,50	..	.	..	13,10	13,10	..	13,10	—4.23
4. Total Central	1934-35	7,95,29,55	26,96,22	3.39	61,12	31,80,06	32,41,18	..	(a) 5,44,96	—0.69
	1935-36	7,89,02,03	27,46,64	3.48	50,95	31,39,00	31,89,95	..	(a) 4,43,31	—0.56
Provincial.										
5. Total Provincial	1934-35	14,61	.	..	.	51	51	.	51	—3.49
	1935-36	14,61	.	.	.	51	51	..	51	—3.49
6. GRAND TOTAL										
	1934-35	7,95,44,16	26,96,22	3.39	61,12	31,80,57	32,41,69	..	5,45,47	—0.69
	1935-36	7,89,16,64	27,46,64	3.48	50,95	31,39,51	31,90,46	.	4,43,82	—0.56

* On open lines and on lines wholly or partly under construction (including ferries and suspense).
(a) See also footnote * under Statement 1 on page 23.

[For details, see Statement 2 (a), pages 24-27.]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1935 and 1936.

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1935.	31st March 1936.	31st March 1935	31st March 1936	31st March 1935.	31st March 1936.
	(Cols 2+4)	(Cols 3+5.)				
1	2	3	4	5	6	7
1 Liabilities incurred in the purchase of railways —						
(a) During the year . . . . .	..	.				..
(b) To end of the year	1,20,39,51	1,16,56,81	49,00,02	44 52,15	1,69,39,53	1,61,08,96
2. Capital outlay during the financial year from funds provided by the State —						
(a) Works	97,65	1,51,03	1,00,29	88,16	1,97,94	2,39,19
(b) Rolling-stock	—1,07,45	—35,76	38,70	40,74	—68,75	4,98
(c) General charges	2,32	1,23	—17,80	—8,52	—15,48	—7,29
(d) Stores, etc., not finally charged off in the accounts.	—79,70	10,74	—8,88	10,12	—88,58	20,86
(e) Total	—87,18	1,27,24	1,12,31	1,30,50	25,13	2,57,74
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase —						
(a) Works	2,62,35,26	2,63,24,30	1,63,45,50	1,61,61,97	4,25,80,76	4,24,86,27
(b) Rolling-stock	97,48,28	97,12,53	66,80,05	69,83,52	1,64,28,33	1,66,96,05
(c) General charges	14,54,28	14,67,56	11,87,63	11,81,77	26,41,91	26,49,33
(d) Stores, etc., not finally charged off in the accounts.	5,97,33	6,03,31	3,56,30	3,72,72	9,53,63	9,76,03
(e) Total	3,80,35,15	3,81,07,70	2,45,69,48	2,46,99,98	6,26,04,63	6,28,07,68
4. Total Capital at Charge at the end of the financial year [Items 1(b) plus 3(e)].	5,00,74,66	4,97,64,51	2,94,69,50	2,91,52,13	7,95,44,16	7,89,16,64

II-B.—Summary of Capital Outlay to the end of the years 1934 35

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	1934-35 .	—56	3	57	—29	—25
	1935-36 .	7	—2	Nil	3	8
(b) Worked by the main line	1934-35 .	1,14	Nil	Nil	Nil	1,14
	1935-36 .	12	Nil	18	Nil	30
2. Branch line Companies' Railways under rebate terms worked by the main line.	1934-35 .	3,02	71	—3	Nil	3,70
	1935-36 .	78	14	11	Nil	1,03
3. Branch line Companies' Railways under guarantee and rebate terms.	1934-35 .	22	—8	Nil	Nil	14
	1935-36 .	56	Nil	Nil	Nil	56
4. Companies' lines subsidized by the Government of India.	1934-35 .	—4,85	4,98	9,59	—72	9,00
	1935-36 .	6,66	9,74	1	—21	16,20
5. Companies' lines subsidized by Local Governments	1934-35 .	50	Nil	Nil	3	53
	1935-36 .	11	Nil	Nil	—27	—16
6. Unassisted Companies' lines	1934-35 .	Nil	15	Nil	—1	14
	1935-36 .	15	15	Nil	—5	25
7. District Board lines	1934-35 .	66	—15	—5	Nil	—86
	1935-36 .	50	—1,74	1	Nil	—1,23
8. Companies' lines subsidized by District Boards.	1934-35 .	53	7	3	—8	55
	1935-36 .	1,19	73	2	1,04	2,98
9. Indian State lines worked by Indian States	1934-35 .	79,73	28,98	3,52	—9,16	1,03,07
	1935-36 .	32,38	19,09	75	2,25	54,47
10. Indian State lines worked by the main line	1934-35 .	1,21	18,19	23	—17	—16,92
	1935-36 .	41	74	—89	20	46
11. Companies' lines guaranteed by Indian States	1934-35 .	Nil	2	Nil	Nil	2
	1935-36 .	Nil	1	Nil	Nil	1
12. Lines in Foreign territory worked by British Indian Railway Companies.	1934-35 .	4,75	Nil	Nil	Nil	4,75
	1935-36 .	54	Nil	Nil	Nil	54
13. TOTAL	1934-35 .	85,03	16,52	13,86	—10,40	1,05,01
	1935-36 .	43,47	28,84	19	2,99	75,49
14. Miscellaneous	1934-35 .	Nil	Nil	Nil	Nil	Nil
	1935-36 .	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1934-35 .	85,03	16,52	13,86	—10,40	1,05,01
	1935-36 .	43,47	28,84	19	2,99	75,49

[For details, see Statement 2 (b), pages 28—39].

and 1935-36 of other than State-owned Railways. (In thousands of rupees.)

§ TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Classification.
Works.	Rolling stock.	General charges (including ferries)	Stores, etc., not finally charged off in the accounts.	Total	
8	9	10	11	12	13
Rs	Rs	Rs	Rs	Rs	
92,54	21,33	9,31	1,52	1,24,70	1. Branch line Companies' Railways under Guarantee Terms—
92,61	21,31	9,31	1,55	1,24,78	
82,00	1,17	7,71	Nil	90,88	(a) Worked by the branch line company
82,12	1,17	7,89	Nil	91,18	
6,18,34	56,92	79,52	Nil	7,54,78	(b) Worked by the main line.
5,84,71	57,03	77,61	Nil	7,19,35	
1,77,14	2,96	9,56	2,00	1,91,66	2 Branch line Companies' Railways under rebate terms worked by the main line.
1,77,70	2,96	9,56	2,00	1,92,22	
*12,42,18	4,02,89	1,22,35	12,98	17,80,40	3 Branch line Companies' Railways under guarantee and rebate terms
*12,48,84	4,12,63	1,22,36	12,77	17,96,60	
1,06,64	72,38	21,08	1,10	2,04,20	4. Companies' lines subsidized by the Government of India
1,06,75	72,38	21,08	3,83	2,04,04	
51,52	12,74	2,48	23	66,97	5 Companies lines subsidized by Local Governments
51,67	12,89	2,48	18	67,22	
70,90	6,86	6,48	Nil	84,24	6. Unassisted Companies' lines
71,40	5,12	6,49	Nil	83,01	
||1,04,55	39,16	2,57	1,54	1,48,12	7 District Board lines
1,05,88	40,19	2,59	2,60	1,51,26	
28,55,48	9,30,42	1,88,40	72,04	10,46,34	8. Companies' lines subsidized by District Boards
28,87,86	9,49,51	1,89,15	74,29	41,00,81	
10,64,87	96,22	80,18	5,81	12,47,08	9 Indian State lines worked by Indian States
10,65,26	96,96	79,29	6,01	12,47,52	
8,43	5,91	1,76	Nil	16,13	10 Indian State lines worked by the main line
8,43	5,95	1,76	Nil	16,14	
†2,37,15	Nil	1,50	Nil	2,38,65	11 Companies' lines guaranteed by Indian States
‡2,37,69	Nil	1,50	Nil	2,39,19	
||67,11,74	16,49,29	5,32,90	1,00,22	||89,94,15	12 Lines in Foreign territory worked by British Indian Railway Companies
67,20,92	16,78,10	5,31,07	1,03,23	90,33,32	
8,23	Nil	64	Nil	8,87	13 TOTAL
8,23	Nil	64	Nil	8,87	
||67,19,97	16,49,29	5,33,54	1,00,22	||90,03,02	14. Miscellaneous.
67,29,15	16,78,10	5,31,71	1,03,23	90,42,19	
					15. GRAND TOTAL.

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 2,25,65 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,26,19 being the capital outlay on the West of India Portuguese Railway, the details of which are not available

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year plus those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

|| Revised figures.

[For details, see Statement 4, page 49.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36.

Particulars.	CENTRAL.								Total Provincial.		Grand Total	
	Statelines worked by the State.		Statelines worked by companies or by Indian States.		Miscellaneous items		Total					
	1934-35	1935-36	1934-35	1935-36	1934-35.	1935-36	1934-35	1935-36	1934-35	1935-36	1934-35	1935-36
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . . £	3,606,880	3,527,582	899,366	899,366	.	.	4,506,246	4,426,948	..	.	4,506,246	4,426,948
2. Interest on capital contributed by companies :—												
(a) On share capital £	..	.	420,000	420,000	.	.	420,000	420,000	.	..	420,000	420,000
(b) On debenture and debenture stock £	..	..	502,083	493,035	..	..	502,083	493,035	.	..	502,083	493,035
3. TOTAL . . . £	..	..	922,083	913,035			922,083	913,035			922,083	913,035
4. GRAND TOTAL . . . £	3,606,880	3,527,582	1,821,449	1,812,401	.	.	5,428,329	5,339,983	.	..	5,428,329	5,339,983
5. Converted into rupees at average rate of exchange . . . (In thousands of rupees.)	4,79,50	4,67,91	2,43,27	2,42,04	(a)—73	(a)—1,25	7,22,04	7,08,70	..	..	7,22,04	7,08,70
6. Interest on capital outlay provided by Government . . . (In thousands of rupees.)	15,15,55	14,99,26	9,19,60	9,09,15	15,33	14,35	24,50,48	24,22,76	51	51	24,50,99	24,23,27
7. Interest on rupee debt. (In thousands of rupees.)	4	4	7,50	7,50	.	..	7,54	7,54	..	.	7,54	7,54
8. GRAND TOTAL . . . (In thousands of rupees.)	19,95,09	19,67,21	11,70,37	11,58,69	14,60	13,10	31,80,06	31,39,00	51	51	31,80,57	31,39,51

(a) Represents exchange charges

[For details, see Statement No. 3, pages 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36.

[In thousands of rupees]

Class of Railways.	Year.	GROSS REVENUE RECEIPTS			WORKING EXPENSES				Payment to worked lines.	Net Revenue Receipts	Percentage of ordinary working expenses to earnings
		Earnings	Suspense	Total	Ordinary	Appropriation to Depreciation Reserve Fund	Suspense	Total			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	1934-35	56,83,22	16,61	56,99,83	31,94,10	8,70,62	—8,55	10,56,17	69,95	15,73,71	56.20
	1935-36	57,57,48	—19,95	57,37,53	32,15,28	8,39,56	—6,19	40,39,65	74,29	16,23,59	55.85
State Railways worked by Companies or Indian States and Miscellaneous	1934-35	39,46,79	—8,09	39,38,70	21,08,21	5,01,15	—21	26,09,15	2,07,01	11,22,51	53.42
	1935-36	39,77,44	—3,39	39,74,05	21,52,20	4,94,41	—5,99	26,40,62	2,10,38	11,23,05	54.11
Total .	1934-35	96,30,01	8,52	96,38,53	53,02,31	13,71,77	—8,76	66,65,32	2,76,99	26,96,22	55.06
	1935-36	97,34,92	—23,34	97,11,58	53,67,48	13,24,97	—12,18	66,80,27	2,84,67	27,46,64	55.14

[For details, see Statement 5, pages 43-47.]

V.—Summary of Capital at Charge*, Revenue Earnings and Expenses of Railways for the years 1934-35 and 1935-36

[In thousands of rupees.]

Classification.	Year	For the system i.e. both State-owned and other than State-owned portions					
		† Total capital at charge	§ Gross earnings	§ Working expenses	Net earnings (Col 4—5)	Percentage of working expenses to gross earnings. (Col 5 × 100 / Col 4)	Percentage of net earnings on total capital at charge given in column 3. (Col 6 × 100 / Col. 3)
1	2	3	4	5	6	7	8
By classes of railways							
Class I Railways	1934-35 .	8,17,34,07	99,12,74	65,93,97	33,18,77	66.52	3.92
	1935-36 .	8,41,06,77	1,00,19,03	66,37,41	33,81,62	66.25	4.02
Class II Railways	1934-35 .	27,06,85	3,11,81	1,93,39	1,18,45	62.02	4.38
	1935-36 .	27,38,40	3,09,02	1,98,66	1,10,36	64.29	4.03
Class III Railways	1934-35 .	††5,98,80	57,31	††12,69	††14,62	††4.49	††2.44
	1935-36 .	6,11,82	56,95	13,58	13,37	76.52	2.19
Other items not included in the preceding heads	1934-35 .	5,07,46	—82	2,30,13	—2,30,95	..	..
	1935-36 .	5,01,84	—83	2,14,23	—2,15,06	..	..
By Ownership							
Total State Railways (a)	1934-35 .	7,90,36,70	††91,07,09	††61,75,39	††29,31,70	††67.81	††3.71
	1935-36 .	7,84,14,80	92,02,64	62,02,32	30,00,32	67.40	3.83
Other items not included in the preceding heads.	1934-35 .	5,07,46	—82	2,30,13	—2,30,95	..	..
	1935-36 .	5,01,84	—83	2,14,23	—2,15,06	..	..
Total other Railways	1934-35 .	††89,94,15	††11,74,38	††6,54,20	††5,20,18	††55.71	††5.78
	1935-36 .	90,33,32	11,81,98	6,76,88	5,05,10	57.27	5.59
Miscellaneous	1934-35 .	(b) 8,87	42	46	—4	..	..
	1935-36 .	(b) 8,87	38	45	—7	..	..
GRAND TOTAL	1934-35 .	††8,85,47,18	1,02,81,07	††70,60,18	††32,20,89	68.67	3.64
	1935-36 .	8,79,58,83	1,03,84,17	70,93,88	32,90,29	68.31	3.74

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Or open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(a) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(b) See details at the foot of Statement 2 (b) for the year concerned.

†† Revised figures.

[For details, see Statement 5, pages 43—47 and Statement 8, pages 62-77.]

VI.—Summary of ^{Capital at Charge} ^{Capital outlay†}, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1934-35 and 1935-36.*

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees.				REMARKS.
			‡ Total capital at charge. Capital Outlay	Gross earnings. §	Working expenses. §	Net earnings	
1	2	3	4	5	6	7	8
1. State lines worked by the State (a) .	1934-35 .	Miles. 17,685.24	4,98,78.90	55,62.40	40,01.31	15,61.09	
	1935-36	17,736.12	4,95,73.56	56,34.79†	39,80.94	16,53.85	
2. State lines worked by ||companies(a) .	1934-35	13,982.88	2,91,57.80	††35,44.69	††21,74.08	††13,70.61	
	1935-36 .	14,045.44	2,88,41.24	35,67.85	22,21.38	13,46.47	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company	1934-35 .	177.93	1,24.70	6.61	5.93	68	
	1935-36 .	177.93	1,24.78	5.72	6.01	—29	
4. Branch line companies' railways under Guarantee terms worked by the main line	1934-35 .	114.65	90.88	9.99	5.04	4.95	
	1935-36 .	114.65	91.18	9.63	4.85	4.78	
5. Branch line companies' railways under Rebate terms, worked by the main line.	1934-35	1,131.59	7,54.78	80.51	44.09	36.42	
	1935-36 .	1,076.58	7,19.35	78.58	43.16	35.42	
6. Branch line companies' railways under Guarantee and rebate terms.	1934-35	166.60	1,91.66	11.63	6.00	5.63	
	1935-36	166.60	1,92.22	11.85	6.10	5.55	
7. Companies' lines subsidized by the Government of India.	1934-35 .	2,032.30	17,80.40	††2,71.79	††1,28.62	††1,43.17	
	1935-36 .	2,031.85	17,96.80	2,77.67	1,32.34	1,45.33	
8. Companies' lines subsidized by Local Governments	1934-35 .	137.09	2,04.20	32.65	20.92	11.73	
	1935-36 .	137.09	2,04.04	31.69	20.68	11.01	
9. Unassisted companies' lines .	1934-35 .	164.25	66.97	3.88	3.32	56	
	1935-36 .	164.25	67.22	3.75	3.13	62	
10. District Board lines	1934-35 .	136.43	84.24	14.89	7.83	7.06	
	1935-36 .	136.43	83.01	16.04	8.72	7.32	
11. Companies' lines subsidized by District Boards	1934-35	273.62	††1,48.12	30.71	††20.44	††10.27	
	1935-36 .	273.62	1,51.26	29.88	20.62	9.26	
12. Indian State lines worked by Indian States.	1934-35	5,284.51	40,46.34	5,04.24	2,92.05	2,12.19	
	1935-36	5,324.96	41,00.81	5,05.95	3,07.87	1,98.09	
13. Indian State lines worked by the main line	1934-35 .	1,602.25	12,47.08	††1,78.69	††1,03.42	††75.27	
	1935-36 .	1,601.57	12,47.52	1,87.02	1,08.05	78.97	
14. Companies' lines guaranteed by Indian States	1934-35	38.63	16.13	1.11	1.00	11	
	1935-36	38.63	16.14	1.27	1.08	21	
15. Lines in foreign territory worked by British Indian railway companies	1934-35	73.54	2,38.65	27.68	15.54	12.14	
	1935-36 .	73.54	2,39.19	23.13	14.29	8.84	
16. Miscellaneous	1934-35 .	19.12	(b) 8.87	42	46	—4	
	1935-36 .	19.12	(b) 8.87	38	45	—7	
17. Other items not included in the preceding heads	1934-35 .	..	5,07.46	—82	2,30.13	—2,30.95	
	1935-36 .	..	5,01.84	—83	2,14.23	—2,15.06	
18 TOTAL .	1934-35 .	43,020.63	††8,85,47.18	1,02,81.07	††70,60.18	††32,20.89	
	1935-36	43,118.38	8,79,58.83	1,03,84.17	70,93.88	32,90.26	

(a) Please see footnote (a) in Summary V on page 7

(b) See details at the foot of Statement 2 (b) for the year concerned.

* In the case of State-owned Railways.

† In the case of other than State-owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspension).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

|| Include State lines worked by Indian States.

†† Revised figures.

VII.—Summary of the Mileage of Railways on 31st March 1936.

NOTE.—Route mileage open on 31st March 1935	..	..	..	..	..	..	..	43,020.63
Add Route mileage opened during 1935-36	.	.	..	..	..	..	..	110.81
							Total	43,131.44
Route mileage open on 31st March 1936 as shown in column 4 above				..	..	..	..	43,118.38
Difference (<i>vide</i> details below)	..	..	..	.	..	..	—	—13.06
Net decrease on account of realignments, remeasurements, etc.	..	..	..	—	—	—	—	—13.06

VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		†ELECTRIC MOTOR COACHES.			COACHING VEHICLES.							
												EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.							
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	PASSENGER CARRIAGES.					OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers' carriages).	
			Steam.	Electric.								No. (In units.)	Seats.						
													1st.	2nd.	Inter.	Thrid.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
CLASS I RAILWAYS.												*							
5' 6" gauge . . .	15,422	69	\$139,437,096	2,116,352	1	7	12	1,106	93	9,188	138	9,473	23,447	44,327	61,817	646,846	3,524	1,164	
3' 3½" gauge . . .	2,670	(a)6	40,472,923	(b)41,600	3	220	7	623	24	1,031	38	7,506	10,810	15,152	13,256	361,265	1,528	591	
2' 6" and 2' 0" gauges			Number. 285			Number. 6		6	222	1	16	13	871	1,101	1,444	1,832	26,027	91	44
CLASS II RAILWAYS.																			
3' 3½" gauge . . .			285			13		..	..	..	..	1,009	1,391	2,487	922	38,668	225	79
2' 6" and 2' 0" gauges			132			5	(c)7		..	..	..	597	344	792	84	16,186	47	22
CLASS III RAILWAYS.																			
3' 3½" gauge . . .			23			..		..	..	..	..	73	43	123	88	3,085	21	5
2' 6" and 2' 0" gauges			144			18		1	..	..	..	565	569	454	1,421	13,971	59	13

IX.—Summary of net additions to or reductions

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		†ELECTRIC MOTOR COACHES.		COACHING VEHICLES.							
											EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.						Railway Service vehicles (including officers' carriages).	
											PASSENGER CARRIAGES.				OTHER VEHICLES INCLUDING BRAKE VANS.			
	Steam No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units)	Seats.				No. (In units)		
			Steam.	Electric.								1st.	2nd.	Inter.	Third.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
CLASS I RAILWAYS.																		
5' 6" gauge . . .	—93	..	—1,366,714	..	..	..	—1	..	..	..	*—146	—832	—108	—2,681	—13,676	—58	3
3' 3½" gauge . . .	—7	..	229,978	..	..	..	..	..	..	..	*—119	34	327	710	—5,021	12	—21
2' 6" and 2' 0" gauges	Number. 3				Number. ..				..	..	—14	—3	—5	17	—1,144		—1
CLASS II RAILWAYS.																		
3' 3½" gauge . . .			3		3	..	..	..	..	..	4	—3	61	—245	701	8	..
2' 6" and 2' 0" gauges			—2		..	..	..	..	..	..	—11	..	—36	..	—4	6	3
CLASS III RAILWAYS.																		
3' 3½" gauge . . .			2		..	..	..	..	..	..	7	7	12	10	268	2	1
2' 6" and 2' 0" gauges			—1		1	..	..	..	..	..	—14	5	8	—23	—202	—16	..
BY GAUGES.																		
5' 6" gauge . . .	—93	..	—1,366,714	..	..	..	—1	..	..	..	—146	—832	—108	—2,681	—13,676	—58	3
3' 3½" gauge . . .	Number. —2				3	..	..	..	..	..	—108	38	400	475	—4,052	22	—20
2' 6" and 2' 0" gauges					1	..	..	..	..	..	—39	2	—33	—6	—1,350	—10	2

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 16 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.

‡ Includes one Petrol Locomotive.

§ Includes 2,460 Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.

(b) For 4 Electric Locomotives only.

(c) Includes 4 Internal Combustion Coaches.

actual stock running on 31st March 1936.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.]

GOODS WAGONS.									
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE									
COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUDING BRAKE VANS.	Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors.	Classification.
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units)	Total capacity in tons	No (In units.)		No	
20	21	22	23	24	25	26	No (In units) 27	28	29
94,677	1,992,509	38,064	824,779	4,567	101,854	12,066	3,971	103	CLASS I RAILWAYS 5' 6" gauge
46,995	613,782	3,078	47,338	4,376	61,822	6,335	3,977	7	3' 3½" gauge.
Number. 3,454							127	.	2' 6" and 2' 0" gauges.
6,802							177	.	CLASS II RAILWAYS. 3' 3½" gauge
2,475							48	.	2' 6" and 2' 0" gauges
405							12	..	CLASS III RAILWAYS. 3' 3½" gauge.
1,509							53	..	2' 6" and 2' 0" gauges.

in Equipment during the year 1935-36.

[For details, see Statement 11, pages 90—91 and Statement 35, page 215.]

GOODS WAGONS.									
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.									
COVERED WAGONS.		OPEN WAGONS		SPECIAL WAGONS INCLUDING BRAKE VANS.		Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks.	Road Motors	Classification	
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units)	No (In units) 24				
19	20	21	22	23	24	25	26		
150	9,956	104	9,087	62	—82	1	CLASS I RAILWAYS, 5' 6" gauge		
258	10,068	58	1,709	54	—136	..	3' 3½" gauge		
Number. —13					—4	..	2' 6" and 2' 0" gauges.		
59					—4	.	CLASS II RAILWAYS. 3' 3½" gauge.		
12					—2	..	2' 6" and 2' 0" gauges.		
—2					..	..	CLASS III RAILWAYS. 3' 3½" gauge		
60					12	..	2' 6" and 2' 0" gauges.		
150	9,956	104	9,087	62	—82	1	BY GAUGES. 5' 6" gauge.		
Total Number. 427					—140	..	3' 3½" gauge.		
59					6	—	2' 6" and 2' 0" gauges		

X.—Summary of Passenger and Goods Revenue

Headings. 1	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	468,6	460,1	18,9	17,2	12,8	12,6
2nd class „	5,059,2	4,955,8	200,5	210,8	26,7	26,0
Inter class „	10,445,0	10,573,0	108,6	76,5	156,8	172,1
3rd class „	469,646,1	473,105,1	27,049,0	27,808,4	9,551,4	9,425,3
TOTAL (a)	485,618,9	489,094,0	27,377,0	28,112,9	9,747,7	9,636,0
2. Passenger miles (in thousands)—						
1st class Miles	80,515	82,774	931	844	*325	347
2nd class „	302,313	323,620	8,364	9,266	*725	763
Inter class „	500,798	501,495	3,915	2,245	2,257	2,344
3rd class „	16,103,509	16,415,405	616,012	637,105	*115,225	147,910
TOTAL	16,987,135	17,353,394	629,222	649,460	*148,532	151,364
3. Average miles a passenger was carried—						
1st class Miles	171.7	179.9	49.3	49.1	*25.4	27.5
2nd class „	59.8	65.3	41.7	43.9	*27.2	29.3
Inter class „	47.9	47.4	36.0	29.3	14.4	13.6
3rd class „	34.3	34.8	22.8	22.9	*15.2	15.7
TOTAL	35.0	35.5	23.0	23.1	*15.2	15.7
4. Earnings from passengers carried (in thousands of rupees)—						
1st class Rs.	75,58	76,74	1,01	93	24	29
2nd class „	1,36,68	1,49,77	4,15	4,39	65	64
Inter class „	1,10,12	1,09,98	1,12	66	68	71
3rd class „	25,53,59	25,67,47	1,20,39	1,22,51	30,76	30,59
TOTAL	28,75,97	28,94,96	1,26,67	1,28,49	32,33	32,23
5. Average rate charged per passenger per mile (in pias)—						
1st class Pias	18.0	17.8	20.8	21.2	*14.2	16.0
2nd class „	8.68	8.35	9.53	9.10	*17.2	16.1
Inter class „	4.22	4.21	5.49	5.64	5.78	5.82
3rd class „	3.04	3.00	3.75	3.69	*4.07	3.97
TOTAL	3.25	3.20	3.86	3.80	*4.18	4.09
6. Tons of goods carried (in thousands) (b)	107,347	109,651	4,581	4,839	1,017	1,016
7. Net ton-miles (in thousands)	20,090,588	20,295,579	234,294	230,757	*26,753	27,348
8. Average miles a ton of goods was carried	187	185	51.1	47.7	*26.3	26.9
9. Earnings from goods carried (in thousands of rupees).	62,54,81	62,93,42	1,60,67	1,56,98	*19,15	18,53
10. Average rate charged for carrying a ton of goods one mile	5.98	5.95	13.2	13.1	*13.7	13.0

(a) }
(b) } See remarks on page 13.

* Revised figures.

[For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.]

Statistics for the years 1934-35 and 1935-36.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways		Headings.
1934-35.	1935-36.	1934-35.	1935-36.	1934-35	1935-36	1934-35.	1935-36	
8	9	10	11	12	13	14	15	
339,6	333,8	142,0	136,8	18,7	19,3	405,9	384,4	1. Number of Passengers (in hundreds)—
3,928,3	3,841,4	1,265,0	1,259,8	93,1	91,4	1,818,0	4,762,9	1st class . . . No.
9,045,0	9,139,5	1,400,9	1,408,7	264,5	273,4	10,315,9	10,168,6	2nd class . . . "
299,187,0	302,182,6	184,765,2	185,394,6	22,291,3	22,461,6	481,051,2	488,075,4	Inter class . . . "
								3rd class . . . "
312,499,9	315,797,3	187,573,1	188,199,9	22,670,6	22,845,7	496,591,0	503,691,3	TOTAL (a) . . . "
								2 Passenger miles (in thousands)—
67,194	68,888	13,958	14,292	*619	785	*81,771	84,965	1st class . . . Miles.
236,875	249,069	71,188	81,475	*3,039	3,105	*311,402	333,649	2nd class . . . "
438,016	433,360	63,426	65,194	5,528	5,530	506,970	506,084	Inter class . . . "
11,003,854	11,180,393	5,463,791	5,638,586	*197,101	411,411	*16,864,716	17,230,420	3rd class . . . "
11,745,939	11,933,710	5,612,663	5,799,547	*106,287	420,861	*17,764,889	18,154,118	TOTAL . . . "
								3 Average miles per passenger was carried
197.6	206.4	98.3	101.5	*3.1	49.7	*201.5	218.4	1st class . . . Miles.
60.3	64.8	56.5	61.7	*32.6	34.0	*64.6	70.1	2nd class . . . "
18.4	17.6	45.3	46.3	29.9	20.2	49.1	48.3	Inter class . . . "
36.8	37.0	29.6	30.4	*17.8	18.3	*35.1	35.3	3rd class . . . "
37.6	37.8	29.9	30.8	*17.9	18.4	*35.8	36.0	TOTAL . . . "
								4 Earnings from passengers carried (in thousands of rupees)—
61,77	62,46	14,41	14,61	85	89	76,83	77,96	1st class . . . Rs.
1,05,06	1,08,34	31,21	35,16	2.21	2.30	1,41,48	1,45,80	2nd class . . . "
95,77	94,99	14,50	14,63	1.55	1.73	1,11.92	1,11,35	Inter class . . . "
17,16,96	17,30,44	9,05,24	9,07,82	82.51	82.31	27,04,71	27,20,57	3rd class . . . "
19,79,56	19,96,23	9,65,16	9,72,22	87.25	87.23	30,31,97	30,55,68	TOTAL . . . "
								5 Average rate charged per passenger per mile (in pice)—
17.7	17.4	19.5	19.6	*26.4	21.8	*18.0	17.8	1st class . . . Pice.
8.52	8.53	9.19	8.29	*11.0	14.2	*8.72	8.39	2nd class . . . "
4.20	4.19	4.39	4.31	5.73	6.01	4.21	4.22	Inter class . . . "
3.00	2.97	3.18	3.09	*3.99	3.84	*3.08	3.03	3rd class . . . "
3.24	3.21	3.31	3.22	*1.12	3.98	*3.28	3.23	TOTAL . . . "
79,238	81,706	30,379	30,363	3,278	3,437	84,503	86,932	6. Tons of goods carried (in thousands) (b).
16,397,375	16,702,028	3,823,592	3,718,827	*130,668	132,829	*20,351,635	20,553,684	7. Net ton-miles (in thousands).
207	204	125.9	122.5	*39.9	38.0	*240.8	236.4	8 Average miles a ton of goods was carried.
46,86,19	47,74,82	16,48,41	15,93,44	*99,93	1,00,67	*64,34,53	64,68,93	9. Earnings from goods carried (in thousands of rupees).
5.49	5.49	8.28	8.23	*11.7	14.6	*6.07	6.04	10 Average rate charged for carrying a ton of goods one mile. Pice.

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(b) The above remarks apply to tons carried also.

* Revised figures.

[For details, see Statement 5, pages 43—47 and Statement 14, pages 112—116.]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1934-35 and 1935-36.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.*			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	1934-35	33,18,77	1.94	8,534	65,93,97	3.85	325	99,12,74	5.79	25,455	488
	1935-36	33,81,62	1.94	8,682	66,37,41	3.79	326	1,00,19,03	5.73	25,703	492
Class II Railways	1934-35	1,18,45	1.71	3,349	1,93,39	2.79	105	3,11,84	4.50	8,815	169
	1935-36	1,10,36	1.54	3,085	1,98,66	2.77	106	3,09,02	4.31	8,635	165
Class III Railways	1934-35	‡14,62	0.58	‡1,223	‡42,69	‡1.70	69	57,31	2.29	4,795	92
	1935-36	13,37	0.54	1,095	43,58	1.75	69	56,95	2.29	4,664	89
					By gauges.						
5' 6" Gauge	1934-35	23,42,49	2.07	10,868	49,24,40	4.35	437	72,66,89	6.42	33,675	646
	1935-36	24,99,99	2.16	11,580	49,22,60	4.25	436	74,22,59	6.42	34,362	657
3' 3½" Gauge	1934-35	11,05,68	1.88	6,146	17,03,88	2.89	181	28,09,56	4.77	15,570	299
	1935-36	10,04,00	1.67	5,548	17,51,18	2.90	185	27,55,18	4.57	15,219	291
2' 6" and 2' 0" Gauges.	1934-35	‡3,67	0.05	‡99	‡2,01,77	2.55	94	2,05,44	2.60	4,972	95
	1935-36	1,36	0.02	33	2,05,87	2.60	95	2,07,23	2.62	4,987	95
					Total all railways.						
†TOTAL	1934-35	‡34,51,84	1.98	‡7,912	‡68,30,05	3.51	300	1,02,81,89	5.89	23,535	452
	1935-36	35,05,35	1.98	8,056	68,79,65	3.85	300	1,03,85,00	5.82	23,714	454

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

‡ Revised Figures.

§ Does not include Jessore-Jhenidah Railway (2' 6" gauge), figures for which are not available.

[For details, see Statement 17, pages 120—125 and Statement 37, pages 222—226.]

XII.—Summary of Train and Engine Mileage for the years 1934-35 and 1935-36 (In thousands of miles.)

Particulars.	Year	TRAIN MILES.				SHUNTING AND OTHER ENGINE MILES			Total engine miles. (Cols. 6+9)	
		† Passen-ger.	† Goods.	† Mixed.	Total (Includ- ing depart- mental).	Shunt- ing.	*Miscel- laneous.	Total (Cols 7+8).		
1	2	3	4	5	6	7	8	9	10	
By classes of railways										
Class I Railways	{ Steam	1934-35	79,258	49,416	28,133	162,182	25,951	13,294	39,245	201,427
		1935-36	81,457	50,298	29,087	165,882	26,068	13,898	39,966	205,848
	{ †Electric	1934-35	1,561	559	Nil	2,171	155	317	472	2,643
		1935-36	1,544	566	Nil	2,144	180	308	488	2,632
Class II Railways	{ Steam	1934-35	1,582	846	4,394	6,928	1,290	145	1,435	8,363
		1935-36	1,682	762	4,617	7,165	1,330	167	1,497	8,662
Class III Railways ||	{ Steam	1934-35	581	265	1,634	2,607	238	268	506	3,013
		1935-36	542	163	1,746	2,486	238	245	483	2,969
By gauges.										
8' 6" gauge	{ Steam	1934-35	55,973	35,867	10,549	105,654	17,309	9,914	27,223	132,877
		1935-36	57,203	37,070	10,831	108,057	17,648	10,695	28,343	136,400
	{ †Electric	1934-35	1,561	559	Nil	2,171	155	317	472	2,643
		1935-36	1,544	566	Nil	2,144	180	308	488	2,632
8' 3½" gauge	{ Steam	1934-35	23,783	13,465	18,735	58,074	9,128	3,343	12,471	70,545
		1935-36	24,780	12,998	19,680	59,557	8,938	3,201	12,139	71,696
2' 6" and 2' 0" gauges ||	{ Steam	1934-35	1,665	1,195	4,877	7,889	1,042	450	1,492	9,381
		1935-36	1,698	1,155	4,939	7,919	1,050	414	1,464	9,383
Total all railways										
Total	{ Steam	1934-35	81,421	50,527	34,161	171,617	27,479	13,707	41,186	212,803
		1935-36	83,681	51,223	35,450	175,533	27,636	14,310	41,946	217,479
	{ †Electric	1934-35	1,561	559	Nil	2,171	155	317	472	2,643
		1935-36	1,544	566	Nil	2,144	180	308	488	2,632

* Includes light, assisting required, assisting not required, siding and departmental

† Other than electric multiple unit suburban trains.

‡ Excluding departmental.

|| The figures for Jessore-Jhenidah and Jorhat (Provincial) Railways have not been included as the information is not available.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1936.

Particulars.				5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
1.* Coaching vehicle miles—(In thousands)	.	.	.	1,026,777	537,944	38,051
2.* Wagon miles—(In thousands)	.	.	.	1,292,593	487,028	20,773
2-01 Loaded	.	.	.	1,871,410	674,032	30,565
2-02 Total (excluding brake vans)	.	.	.	69.1	72.3	68.0
2-03 Percentage loaded of total	.	.	.	16,080,205	3,352,483	73,335
3.* Net or freight ton miles (In thousands)	.	.	.	267,101	..	..
4. Gross ton miles (including weight of engine)—(In thousands)	.	.	.	25,680,271	7,295,583	319,862
4-01 Passenger and proportion of mixed.	Excluding departmental	Steam	.	719,304	.	..
		Electric†.	.	25,817,555	7,388,011	320,217
	Including departmental	Steam	.	719,548	..	..
		Electric†.	.	38,593,029	8,172,885	268,521
4-02 Goods and proportion of mixed.	Excluding departmental	Steam	.	653,059	..	..
		Electric†.	.	40,062,771	8,677,341	286,384
	Including departmental	Steam	.	665,025	..	..
		Electric†.	.	..	..	..
5.* Vehicle and Wagon Usage—	.	.	.	130	104	43
5-01 Vehicle Miles per vehicle day (in terms of 4-wheelers)	.	.	.	35.1	28.1	13.6
5-02 Wagon miles per wagon day (in terms of 4-wheelers)	.	.	.	309	142	33
5-03 Net ton miles per wagon day (in terms of 4-wheelers)	.	.	.	12.6	6.88	3.53
5-04 Average wagon load (Total traffic) (in terms of 4-wheelers)	.	.	.	..	..	..
6.* Average speed of goods trains—Train miles per train engine hour—	.	.	.	..	..	..
Through Goods trains [excluding van goods and shunting (pick up) trains]—	.	.	.	..	..	..
6-01 Main lines	.	.	.	..	..	..
6-02 Branch lines	.	.	.	..	..	..
6-03 Total	.	.	.	..	..	..
All Goods trains—	.	.	.	..	..	..
6-04 Main lines	.	.	.	..	..	..
6-05 Branch lines	.	.	.	..	..	..
6-06 Total	.	.	.	..	..	..
7.* Average train load—	.	.	.	..	..	..
Passenger—	.	.	.	..	..	..
7-01 Number of vehicles	.	.	.	..	..	..
Passenger and proportion of mixed—	.	.	.	..	..	..
7-02 Gross weight (including weight of engine)	.	.	.	..	..	..
Goods—	.	.	.	..	..	..
7-03 Main lines—Loaded wagons	.	.	.	..	..	..
7-04 Main lines—Total	.	.	.	..	..	..
7-05 Percentage loaded of total	.	.	.	..	..	..

* Excluding Departmental.

† Excluding Electric Multiple Unit Suburban trains.

§ Figures not available.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
* Average train load—consolid.			
Goods—contd.			
7-06 Branch lines—Loaded wagons	24	22	.
7-07 Branch lines—Total.	38	31	.
7-08 Percentage loaded of total	64.8	70.5	—
Main and Branch Lines—			
Goods and proportion of mixed—			
7-09 Net or freight weight	<div> <div>Steam .</div> <div>Electric†.</div> </div>	<div> <div>171</div> <div>..</div> </div>	<div> <div>45</div> <div></div> </div>
7-10 Gross weight (including weight of engine)	<div> <div>Steam .</div> <div>Electric†.</div> </div>	<div> <div>417</div> <div>..</div> </div>	<div> <div>165</div> <div>.</div> </div>
7-11 Gross weight (excluding weight of engine)	<div> <div>Steam .</div> <div>Electric†.</div> </div>	<div> <div>353</div> <div></div> </div>	<div> <div>116</div> <div>..</div> </div>
8 * Light Running—			
Light engine miles per 100 train miles—			
8-01 Passenger and proportion of mixed	1.82	0.68	..
8-02 Goods and proportion of mixed	6.25	2.70	..
Light and assisting not required miles per 100 train miles—			
8-03 Passenger and proportion of mixed	2.34	0.89	..
8-04 Goods and proportion of mixed	7.33	3.86	
9. * Shunting—			
Shunting miles per 100 train miles—			
9-01 Passenger and proportion of mixed	4.94	4.57	..
9-02 Goods and proportion of mixed	35.1	32.3	—
9-03 Wagon miles per shunting engine hour	641	533	—
10. Efficiency—			
10-01 Wagon* miles per engine hour (including departmental)	221	178	..
10-02 Net* ton miles per engine hour (including departmental)	1,931	887	..
10-03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).	4,810	2,296	..
11. Engines and Engine Usage—			
11-01 Average authorised stock	<div> <div>Steam</div> <div>Electric†.</div> </div>	<div> <div>2,659</div> <div>..</div> </div>	<div> <div>285</div> <div></div> </div>
11-02 Average total number on line	<div> <div>Steam</div> <div>Electric†.</div> </div>	<div> <div>2,675</div> <div>..</div> </div>	<div> <div>281</div> <div></div> </div>
11-03 Average number available for use	<div> <div>Steam .</div> <div>Electric†.</div> </div>	<div> <div>2,316</div> <div></div> </div>	<div> <div>227</div> <div></div> </div>
11-04 Engine miles per day per engine on line (including departmental).	<div> <div>Steam</div> <div>Electric†.</div> </div>	<div> <div>66</div> <div></div> </div>	<div> <div>46</div> <div>..</div> </div>
11-05 Net* ton miles per goods locomotive day on line (including departmental).	<div> <div>Steam .</div> <div>Electric†.</div> </div>	<div> <div>6,435</div> <div></div> </div>	<div> <div>1,493</div> <div>..</div> </div>
11-06 Net* ton miles per goods locomotive day in use	<div> <div>Steam .</div> <div>Electric†.</div> </div>	<div> <div>11,342</div> <div>..</div> </div>	<div> <div>2,941</div> <div>..</div> </div>

* Excluding departmental.

† Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
12. Density (including departmental)—			
12-01 Passenger miles per running track mile per annum	479,711	344,344	77,817
12-02 Passenger miles per route mile per annum	563,032	350,863	77,817
12-03 Net ton miles per running track mile per annum	671,388	230,710	35,197
12-04 Net ton miles per route mile per annum	788,001	235,077	35,197
12-05 Gross ton miles (including weight of engine) per running track mile per annum.	2,703,912	1,054,309	273,596
12-06 Gross ton miles (including weight of engine) per route mile per annum.	3,173,555	1,074,266	273,596
12-07 Train miles per running track mile per day	12-1	9-68	4-93
13. Repair of Rolling stock—			
Engines (including departmental)—			
Average number under or awaiting repairs (daily)—			
In Mechanical workshops—			
13-01 Number { Steam	270	116	16
Electric†	4	..	Nil
13-02 Percentage of item 13-01 to average number on line. { Steam	4-96	4-34	5-69
Electric†	6-15	(a) 8-25	Nil
In sheds and transportation workshops			
13-03 Number { Steam	689	242	36
Electric†	6	Nil	Nil
13-04 Percentage of item 13-03 to average total No. on line { Steam	12-7	9-05	12-8
Electric†	9-23	Nil	Nil
Coaching Stock (excluding departmental)—			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13-05 Passenger carriages.	852	512	67
13-06 Other coaching vehicles	244	74	11
13-07 Percentage of item 13-05 to average total No. on line	9-15	7-02	7-68
13-08 Percentage of item 13-06 to average total No. on line	7-61	6-51	12-5
In sick lines and transportation Workshops—			
13-09 Passenger carriages	250	74	29
13-10 Other coaching vehicles	85	11	9
13-11 Percentage of item 13-09 to average total number on line	2-68	1-02	3-33
13-12 Percentage of item 13-10 to average total number on line	2-65	0-97	10-2
Goods Stock (excluding departmental)—			
Average number of unserviceable wagons daily—			
In Mechanical Workshops—			
13-13 Number	2,183	630	30
13-14 Percentage of item 13-13 to average No. on line	1-51	0-98	0-50
In sick lines and transportation Workshops—			
13-15 Number	11,622	1,223	253
13-16 Percentage of item 13-15 to average number on line . .	8-05	1-90	4-10
Hot boxes—			
13-17 Coaching vehicles—Number. (Monthly)	36	87	..
13-18 Wagon—Number. (Monthly)	1,215	522	

† Excluding Electric Multiple Unit Suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

Particulars.	5' 6" Gauge	3 3½" Gauge.	2' 6" & 2' 0" Gauges.
14. Coal consumption for locomotive services—			
Number of tons of fuel consumed (including departmental)—			
14-01 Foreign coal	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
14-02 Indian coal	4,891,509	1,290,330	121,492
14-03 Wood	4,124	14,552	149
14-04 Oil fuel	39,858	9	33
14-05 Total† (in terms of coal)	4,965,628	1,296,168	121,611
14-06* Total net tons of coal consumed—Passenger and Mixed . .	2,077,656	740,178	80,398
14-07* Total net tons of coal consumed—Goods service . . .	2,149,457	370,157	28,129
14-08* Total net tons of Shunting (including siding)	531,222	109,014	8,807
14-09 Total net tons of Departmental	171,109	57,132	3,160
14-10 Total tons of coal used on steam coaches	1,458	556	545
14-11 Total tons of coal used on Internal Combustion coaches . .	242	<i>Nil</i>	60
14-12 Total tons of coal used on Locomotives on other miscellaneous services	34,484	19,131	512
14-13 Total tons of coal used on all locomotive Services . . .	4,965,628	1,296,168	121,611
14-14* Lbs. per engine mile (shunting including siding) . . .	68 1	35 4	(a)
Lbs of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14-15* Passenger and proportion of mixed	168 5	180 4	402·7
14-16* Goods and proportion of mixed	131 4	140·3	410·6
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed)	6,105,506	2,317,304	} 295,502 (b)
15-02 Total pints (Goods trains)	3,879,072	917,767	
15-03 Pints per 100 engine miles (Passenger and Mixed) . .	8·46	5·70	} 6 24 (b)
15-04 Pints per 100 engine miles (Goods)	8·95	6 65	
Lubricating oil used on coaching, goods and departmental vehicles—			
15-05 Total pints	4,860,288	1,533,035	(a)
15-06 Pints per 1,000 vehicle miles	1·58	1·16	(a)

* Excluding Departmental.

† 2½ tons of wood = 1 ton of coal.

0·55 ton of oil fuel = 1 ton of coal.

(a) Not published.

(b) Including departmental.

SECTION B.

**FINANCIAL AND STATISTICAL
STATEMENTS.**

FINANCIAL STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1935-36 and of the per Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1936.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. ($\frac{\text{Col. 3} \times 100}{\text{Col. 2}}$)
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden . . . . .	..	30	..
2. Eastern Bengal	51,59,89	78,88	1.53
3. East Indian (including South Bihar)	1,47,26,41	6,97,95	4.74
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,12,92,24	4,78,15	4.23
5. North Western (Military)	34,00,68	—72,13	—2.12
6. Great Indian Peninsula	1,15,03,02	3,62,19	3.15
7. Coal Department	1,90,95	..	..
8. Burma	34,91,32	78,25	2.24
9. TOTAL	4,97,64,51	16,23,59	3.26
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,96,47	26,58	1.11
11. Bengal-Nagpur	77,75,05	2,64,63	3.40
12. Bezwada Extension including D. K. extension (N. S.)	45,55	5,19	11.39
13. Bombay, Baroda and Central India	73,74,05	4,95,48	6.72
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,11,78	16,43	14.70
15. Lucknow-Bareilly (R. & K.)	2,51,50	20,69	8.23
16. Madras and Southern Mahratta	53,26,73	2,53,25	4.75
17. South Indian	43,52,99	1,84,22	4.05
18. Travancore (British Section) (S. I.)	54,66		
19. Travancore (Indian State Section) (S. I.)	1,39,01		
20. Tirhoot (B. & N. W.)	10,00,23	81,46	8.14
21. Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous	..	—2,24,88	..
22. TOTAL	2,88,28,02	11,23,05	3.90
Miscellaneous Items.			
23. Abandoned Projects, etc.	32,26	..	..
24. Other miscellaneous items	2,77,24	..	..
25. Deduct—Interest during construction . . . . .	..	..	..
26. TOTAL	3,09,50	..	..
27. Total Central	7,89,02,03	27,46,64	3.48
Provincial.			
28. Assam (Jorhat)	13,22	..	..
29. United Provinces (Distillery siding)	1,39	..	..
30. Total Provincial	14,61	..	..
31. Grand Total	7,89,16,64	27,46,64	3.48

Notes—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to revenue

centage of those figures on the Capital at Charge, on 31st March 1936 also of the net gain or loss to net Revenue Receipts. (In thousands of rupees.)

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge Col. 8 or 9 × 100	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments	Total charges.	Gain.	Loss		
5	6	7	8	9	10	11
Central.						
State Lines worked by the State.						
..	1,96,92	1,96,92	30	1,18,04	—2.29	1 Aden.
..	5,94,39	5,94,39	1,03,56	.	0.70	2 Eastern Bengal
..	4,53,75	4,53,75	24,40	.	0.22	3 East Indian (including South Bihar).
.	1,37,52	1,37,52	..	2,09,65	—6.17	4 North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	4,29,13	4,29,13	..	66,94	—0.58	5. North Western (Military).
..	8,78	8,78	..	8,78	—4.60	6 Great Indian Peninsula
..	1,46,72	1,46,72	.	68,47	—1.96	7. Coal Department
..	19,67,21	19,67,21	..	3,43,62	—0.69	8 Burma.
State Lines worked by Companies or Indian States.						
..	91,63	91,63	..	65,05	—2.71	9 Total.
.	3,30,80	3,30,80	..	66,17	—0.85	10 Assam-Bengal.
.	1,91	1,91	3,28	.	7.20	11. Bengal Nagpur.
14,79	2,78,22	2,93,01	2,02,47	.	2.75	12 Bezwada Extension including D. K. extension (N. S.).
..	4,62	4,62	11,81	.	10.57	13 Bombay, Baroda and Central India.
1,20	9,40	10,60	10,09	.	4.01	14 Jodhpur-Hyderabad (British Section) (Jodhpur).
26,77	2,29,01	2,55,78	.	2,53	—0.05	15 Lucknow-Bareilly (R. & K.).
6,62	1,73,88	1,82,17	2,05	.	0.05	16 Madras and Southern Mahratta
..	63	..	..	..	..	17 South Indian
..	1,04	..	..	..	..	18 Travancore (British Section) (S. I.).
1,57	37,55	39,12	42,34	..	4.23	19 Travancore (Indian State Section). (S. I.).
..	..	..	..	2,24,88	..	20 Tirhoot (B. & N. W.).
50,95	11,58,69	12,09,64	.	86,59	—0.30	21 Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous.
Miscellaneous Items.						
..	1,07	1,07	.	1,07	—3.32	22 Total
..	12,20	12,20	..	12,20	—4.40	23 Abandoned Projects, etc.
..	17	17	..	17	..	24 Other miscellaneous items
..	13,10	13,10	..	13,10	—4.23	25 Deduct—Interest during construction.
50,95	31,39,00	31,89,95	..	*4,43,31	—0.56	26 Total
Provincial.						
.	44	44	.	44	—3.33	27 Total Central.
..	7	7	..	7	—5.04	28 Assam (Jorhat)
..	51	51	.	51	—3.49	29 United Provinces (Distillery siding).
50,95	31,33,51	31,90,46	..	4,43,82	—0.56	30 Total Provincial.
Grand Total.						
31						

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I of this Report

*The total loss (Central) for the year is:—

Loss as per column 9 above	Rs	4,43,31
Deduct—Miscellaneous Railway Receipts	..	79,86
Government share of surplus profits from subsidized Companies	..	22,95
Add—Miscellaneous Railway expenditure	..	58,90

Net Loss 3,98,40

2 (a).—Statement of Capital at Charge of State-owned

RAILWAYS	LIABILITIES INCURRED IN THE PURCHASE OF RAIL- WAYS. (STERLING CON- VERTED INTO RUPEES @ 1 s. 6 d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
	2	3	4	5	6	7	8
<i>Central.</i>							
I.—STATE LINES WORKED BY THE STATE							
(i) OPEN LINES.							
Aden
Eastern Bengal	5,28,82	5,65	53	31	17,14	23,63
East Indian (including South Bihar)	..	49,58,45	88,70	19,18	3,90	9,88	1,21,66
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—3,79	—38,50	45	—11,47	—53,31
North Western (Commercial) includ- ing Delhi (New Capital) Railway Works Scheme	..	12,59,60	56,27	—4,59	31	2,65	54,64
North Western (Military)	60	—3	17	*—6,62	—5,88
Coal Department	—4,75	..	..	—5	—4,80
Burma	31	—12,35	32	—57	—12,29
Total I (i)	1,16,56,81	1,42,99	—35,76	5,46	10,96	1,23,65
(ii) NEW CONSTRUCTIONS							
Eastern Bengal	3,47	..	8	—19	3,36
East Indian	—74	—7	—73
Great Indian Peninsula	—14	..	—2	..	—16
North Western (Commercial)	6	..	11	4	21
North Western (Military)
Burma	4,57	..	—3,66	..	91
Total I (ii)	8,04	..	—4,23	—22	3,59
II.—STATE LINES WORKED BY COM- PANIES OR BY INDIAN STATES							
(i) OPEN LINES							
† { Assam-Bengal—I	6	..	..	..	6
† { Assam-Bengal—II	10,29	5,79	..	6	16,14
Bengal-Nagpur	13,93	7,25	2	8,36	29,56
Beswada Extension (N. S.)	6	..	..	..	6
Bombay, Baroda and Central India	19,40,92	14,91	6,12	66	—6,72	14,97
Total Companies' Lines (Open lines)
Carried over	19,40,92	39,25	19,16	68	1,70	60,79

* Includes (1) Campbellpur Reserve —91, and (2) Frontier Railway Reserve —5,83.

† For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1936.

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE					Capital at charge at the end of the Financial year (Columns 3+13).	Railways
Works.	Rolling Stock	General Charges	Stores, etc., not finally charged off in the Accounts	Total.		
9	10	11	12	13	14	15
..	..		.	.	.	<i>Central.</i> I.—STATE LINES WORKED BY THE STATE (i) OPEN LINES.
						Aden.
29,07,78	11,77,26	1,82,31	68,69	43,36,04	48,64,86	Eastern Bengal.
53,42,59	35,37,72	2,39,18	1,51,10	92,70,59	1,42,29,01	East Indian (including South Bihar).
47,91,59	15,01,42	1,76,40	1,15,17	65,84,58	1,14,94,52	Great Indian Peninsula (including Bhopal State)
69,50,86	23,57,89	3,38,27	1,47,29	97,94,31	1,10,53,91	North Western (Commercial) in- cluding Delhi (New Capital) Railway Works Scheme.
26,61,60	4,87,66	1,77,55	(c) 73,97	34,00,68	34,00,68	North Western (Military)
1,84,46	.		6,49	1,90,95	1,90,95	Coal Department
24,05,51	6,50,68	2,24,38	39,95	33,20,52	33,20,52	Burma
2,52,44,39	97,12,53	13,38,09	6,02,66	3,68,97,67	4,85,54,48	TOTAL I (i).
						(ii) NEW CONSTRUCTIONS.
2,70,08		24,91	4	2,95,03	2,95,03	Eastern Bengal
4,46,90	..	49,90	57	4,97,37	4,97,37	East Indian.
5,60	..	2,90	..	8,50	8,50	Great Indian Peninsula.
2,07,39		30,90	4	2,38,33	2,38,33	North-Western (Commercial).
..	.		..			North-Western (Military).
1,49,94	..	20,86	.	1,70,80	1,70,80	Burma
10,79,91		1,29,47	65	12,10,03	12,10,03	TOTAL I (ii).
						II.—STATE LINES WORKED BY COM- PANIES OR BY INDIAN STATES.
						(i) OPEN LINES
82,62	..	.	.	82,62	82,62	Assam Bengal—I. } Assam Bengal—II. }†
15,49,54	4,82,25	1,59,19	14,25	22,05,23	22,05,23	Bengal Nagpur.
42,61,30	26,18,05	2,89,17	1,12,43	72,80,95	72,80,95	Bezwada Extension (N. S.)
16,87	..	1,17	..	18,04	18,04	Bombay, Baroda and Central India.
37,22,84	14,26,09	1,89,82	94,38	54,33,13	73,74,05	
96,33,17	45,26,39	6,39,35	2,21,06	1,50,19,97	1,69,60,89	Total Companies' Lines (Open Lines). Carried over.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 14,72 and (2) Frontier Railway Reserve 48,91.

(In thousands of rupees.)

2 (a).—Statement of Capital at Charge of State-owned Railways

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAIL- WAYS (STERLING CONVER- TED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	19,40,92	39,25	19,16	68	1,70	60,79
Jodhpur	2,11	..	..	1	2,12
Lucknow-Bareilly (R & K.)	1,78	1,88	—2	—45	3,19
Madras and Southern Mahratta (ex- cluding Mysore State).	..	17,47,74	9,51	4,83	55	6,44	21,33
Dhone-Kurnool. (N S.)	4	..	..	..	4
South Indian	7,63,49	19,77	8,24	—12,52	—36	15,13
Coonoor-Ootacamund (S. I.)
Travancore (British Section) (S. I.)	5	..	..	..	5
Travancore (Indian State Section) (S. I.).	5	—1	.	..	.
Tirhoot (B & N. W.)	—6,06	6,64	..	2,45	3,03
Mashrak-Thawe Extension	12	..	.	..	12
TOTAL II (i)	44,52,15	66,62	40,74	—11,31	9,79	1,05,84
II (ii)—New Constructions.							
† { Assam Bengal I
Assam Bengal II	11,45	.	2,90	30	14,65
Bengal Nagpur	9	..	—2	..	7
Jodhpur	7,69	..	38	..	8,07
Madras and Southern-Mahratta
South Indian	2,31	.	34	3	2,68
Tirhut (Mashrak-Thawe Extension)
TOTAL II (ii)	.	..	21,54	..	3,60	33	25,47
III.—Miscellaneous Items.							
Abandoned Projects, etc.
Controller of Railway Accounts— Account Current.	—81	..	—81
TOTAL III	—81	..	—81
Total Central I (i)—III	..	1,61,08,96	2,39,19	4,98	—7,29	20,86	2,57,74
IV.—Provincial							
Assam (Jorhat)
United Provinces (Distillery Siding)
TOTAL IV.—Provincial
GRAND TOTAL I (i)—IV	1,61,08,96	2,39,19	4,98	—7,29	20,86	2,57,74

† For purposes of accounting the capital is shown in two parts, in terms of the contract with the Secretary of State, dated the 26th April 1892.

on the 31st March 1936—concl'd

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE					Capital at charge at the end of the Financial year. (Columns 3+13)	Railways.
Works	Rolling Stock	General Charges	Stores, etc., not finally charged off in the Accounts	Total.		
9	10	11	12	13	14	15
96,33.17	45,26.39	6,39.35	2,21.06	1,50,19.97	1,61,60.89	Total Companies' Lines (Open Lines)—Brought forward
86.63		3.08	8	89.79	89.79	Jodhpur
1,64.52	73.56	8.87	4.55	2,51.50	2,51.50	Lucknow-Bareilly (R & K)
21,81.30	9,85.94	1,51.95	54.45	33,73.64	51,21.38	Madras and Southern Mahratta (excluding Mysore State).
25.19	.	2.32		27.51	27.51	Dhone-Kurnool (N. S.).
17,39.82	8,22.05	1,23.11	50.54	27,35.52	34,99.01	South Indian
29.97	19.10	3.30		52.37	52.37	Coonoor-Ootacamund (S. I.).
43.02	6.40	5.24		54.66	54.66	Travancore (British Section) (S. I.).
99.79	25.63	13.59		1,39.01	1,39.01	Travancore (Indian State Section) —(S. I.)
3,69.92	5,16.76	48.95	41.03	9,76.66	9,76.66	Tirhoot (B & N W.).
18.36	2.99	2.22		23.57	23.57	Mashrak-Thawe Extension.
1,43,91.69	69,78.82	10,01.98	3,71.71	2,27,44.20	2,71,96.35	TOTAL I (a)
						II (a)—New Constructions
14.55	..	..	.	14.55	14.55	Assam Bengal I } †
84.31	..	9.46	30	94.07	94.07	Assam Bengal II }
4,37.99	..	56.11	.	4,94.10	4,94.10	Bengal Nagpur
21.23		76	..	21.99	21.99	Jodhpur
1,88.49	.	16.86	..	2,05.35	2,05.35	Madras and Southern Mahratta.
7,39.24	..	62.34	3	8,01.61	8,01.61	South Indian
						Tirhoot (Mashrak-Thawe Exten sion).
14,85.81		1,45.53	33	16,31.67	16,31.67	TOTAL II (a)
						III—Miscellaneous Items.
32.26				(c) 32.26	32.26	Abandoned Projects, etc
2,43.39	.	(d) 33.85	..	2,77.24	2,77.24	Controller of Railway Accounts— Account Current
2,75.65	.	33.85	..	3,09.50	3,09.50	TOTAL III
4,24,77.45	1,66,91.35	26,48.92	9,75.35	6,27,93.07	7,89,02.03	Total Central I (a)—III.
						IV—Provincial.
7.43	4.70	41	68	13.22	13.22	Assam (Jorhat)
1.39	.	..	..	1.39	1.39	United Provinces (Distillery Siding).
8.82	4.70	41	68	14.61	14.61	TOTAL IV—Provincial.
4,24,86.27	1,66,96.05	26,49.33	9,76.03	6,28,07.68	7,89,16.64	GRAND TOTAL I (a)—IV

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(c) Distribution over minor heads is not available.

(d) Includes 34.84 on account of investment in share of Branch Line Companies.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		3	4	5	6	7
1	2	Rs	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES						
OPEN LINES		(A) Worked by the Branch				
Ahmadpur-Katwa	2' 6"	Nil	Nil	Nil	Nil	Nil
Bankura-Damodar River	"	1	—2	Nil	—5	—6
Burdwan-Katwa	"	Nil	Nil	Nil	7	7
Futwah-Islanipur	"	6	Nil	Nil	1	7
Kalighat-Falta	"	Nil	Nil	Nil	Nil	Nil
TOTAL 1-(A) . . . . .	..	7	—2	Nil	3	8
OPEN LINES		(B) Worked by the				
Hardwar-Dehra (E. I.)	5' 6"	34	Nil	18	Nil	52
Chaparmukh-Silghat (A. B.)	3' 3½"	—23	Nil	Nil	Nil	—23
Katakhal Lalabazar (A. B.)	"	1	Nil	Nil	Nil	1
Dasghara-Jamalpurganj (Bengal Provincial)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL 1-(B) . . . . .	..	12	Nil	18	Nil	30
OPEN LINES		2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE				
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5' 6"	12	Nil	Nil	Nil	12
Phagwara-Rahon (N. W.)	"	6	Nil	Nil	Nil	6
Mandra-Bhaun (N. W.)	"	8	Nil	Nil	Nil	8
Sara-Sirajganj (E. B.)	"	—1	Nil	Nil	Nil	—1
Sialkot-Narowal (N. W.)	"	22	Nil	8	Nil	30
Tapti Valley (B, B. & C. I.)	"	14	Nil	3	Nil	17
Ahmedabad Parantij (B, B. & C. I.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Champaner-Shivrajpur-Panj Light (B, B. & C. I.)	2' 6"	3	Nil	Nil	Nil	3
Dhond-Baramati (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.)	"	1	2	Nil	Nil	3
Godhra-Lunavada (B, B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Jacobabad-Kashmor (N. W.)	"	4	Nil	Nil	Nil	4
Khulna Bagerhat (E. B.)	"	Nil	9	Nil	Nil	9
Larkana-Jacobabad (N. W.)	"	2	Nil	Nil	Nil	2
Mayurbhanj (B. N.)	"	Nil	3	Nil	Nil	3
Nadiad Kapadvanj (B, B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Pachora-Jamner (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Darjeeling-Himalayan Extensions	2' 0"	7	Nil	Nil	Nil	7
TOTAL (2) . . . . .	..	78	14	11	Nil	103

year 1935-36 of other than State-owned Railways.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling stock.	General charges (including ferries)	Stores, etc., not finally charged off in the Accounts.	Total	RAILWAY.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					OPEN LINES.
16,27	2,38	2,06	2	20,73	Ahmadpur-Katwa.
30,03	5,61	3,90	47	40,01	Bankura-Damodar River.
14,48	3,64	1,71	57	20,40	Burdwan-Katwa.
16,77	2,70	<i>Nil</i>	4	19,51	Futwah-Islampur
15,06	6,98	1,64	45	24,13	Kalighat-Falta.
92,61	21,31	9,31	1,55	1,24,78	TOTAL 1-(A).
Main Line.					OPEN LINES.
31,01	<i>Nil</i>	4,59	<i>Nil</i>	35,60	Hardwar-Dehra (E. I.).
33,30	<i>Nil</i>	1,72	<i>Nil</i>	35,02	Chaparmukh-Silghat (A. B.).
15,80	<i>Nil</i>	1,39	<i>Nil</i>	17,19*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	<i>Nil</i>	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,12	1,17	7,89	<i>Nil</i>	91,18	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					
					OPEN LINES.
33,65	<i>Nil</i>	2,77	<i>Nil</i>	36,42	Hoshiarpur-Doab (N. W.)—
26,35	<i>Nil</i>	2,40	<i>Nil</i>	28,75	Jullundur-Mukerian (N. W.).
23,85	<i>Nil</i>	3,13	<i>Nil</i>	26,98	Phagwara-Rahon (N. W.).
92,28	<i>Nil</i>	5,83	<i>Nil</i>	98,11	Mandra-Bhaun (N. W.).
28,94	<i>Nil</i>	2,55	<i>Nil</i>	31,49	Sara-Sirajganj (E. B.).
1,26,11	<i>Nil</i>	10,99	<i>Nil</i>	1,37,10	Sialkot-Narowal (N. W.).
33,99	3	4,04	<i>Nil</i>	38,06	Tapti Valley (B., B. & C. I.).
11,28	6,38	3,43	<i>Nil</i>	21,09	Ahmedabad-Parantij (B., B. & C. I.).
8,41	2,34	1,85	<i>Nil</i>	12,60	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
59,65	18,87	15,09	<i>Nil</i>	93,61	Dhond-Baramati (G. I. P.).
8,94	1,80	3,42	<i>Nil</i>	14,16	Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
17,50	5,31	1,67	<i>Nil</i>	24,48	Godhra-Lunavada (B., B. & C. I.).
6,72	1,52	78	<i>Nil</i>	9,02	Jacobabad-Kashmor (N. W.).
20,32	6 75	3,54	<i>Nil</i>	30,61	Khulna-Bagerhat (E. B.).
24,12	61	<i>Nil</i>	<i>Nil</i>	24,73	Larkana-Jacobabad (N. W.).
8,85	4,73	2,72	<i>Nil</i>	16,30	Mayurbhanj (B. N.).
12,04	2,02	3,77	<i>Nil</i>	17,83	Nadiad Kapadvanj (B., B. & C. I.).
41,71†	6,67†	9,63†	<i>Nil</i>	58,01	Pachora-Jamner (G. I. P.).
5,84,71	57,03	77,61	<i>Nil</i>	7,19,35	Darjeeling-Himalayan Extensions.
					TOTAL (2).

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

† The difference in sub-head figures is due to redistribution of expenditure according to revised classification.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total
		3	4	5	6	7
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.

OPEN LINES.

3. BRANCH LINE COMPANIES' RAILWAYS UNDER

Jamnagar-Dwarka	3' 3½"	10	Nil	Nil	Nil	10
Mymensingh- Bhairab Bazar (A. B.)	"	46	Nil	Nil	Nil	46
TOTAL (3) . . . . .	..	56	Nil	Nil	Nil	56

4. COMPANIES' LINES SUBSIDIZED BY THE

OPEN LINES.

Bengal and North-Western	3' 3½"	4,31	8,79	—1	4	13,13
Bengal Dooars Extensions*	"	37	3	Nil	—25	15
Mirpur Khas-Khadro* (Jodhpur)	"	32	Nil	Nil	Nil	32
Rohilkund and Kumaon	"	1,34	1,32	Nil	Nil	2,66
Barsi Light*	2' 6"	14	—52	2	—11	—47
Debri-Rohtas Light	"	5	Nil	Nil	—7	—2
Shahdara (Delhi)-Saharanpur Light*	"	13	2	Nil	18	33
Matheran Light*	2' 0"	Nil	10	Nil	Nil	10
TOTAL (4) . . . . .	..	6,66	9,74	1	—21	16,20

5. COMPANIES' LINES SUBSIDIZED

OPEN LINES.

Dibru-Sadiya	3' 3½"	11	.	..		11
Darjeeling-Himalayan	2' 0"	Nil	Nil	Nil	—27	—27
TOTAL (5) . . . . .	..	11	Nil	Nil	—27	—16

OPEN LINES.

6. UNASSISTED

Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3' 3½"	Nil	Nil	Nil	Nil	Nil
Bengal Provincial	2' 6"	Nil	Nil	Nil	—5	—5
Jessore Jhenidah	"					Figures not
Parlakimedi Light (B. N.)	"	15	15	Nil	Nil	30
Tesopore Balipara Light‡	"	Nil	Nil	Nil	Nil	Nil
Jagadhri Light	2' 0"	Nil	Nil	Nil	Nil	Nil
Kulasekarapatnam Light.	"	Nil	Nil	Nil	Nil	Nil
Trivellore Light	"	Nil	Nil	Nil	Nil	Nil
TOTAL (6) . . . . .	..	15	15	Nil	—5	25

* Receives land only from Government.

‡ This line having ceased to be subsidized by the District Board has been shown under "6. Unassisted Companies Lines" instead of under "8. Companies' lines subsidised by District Board".

year 1935-36 of other than State-owned Railways—contd.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway
Works	Rolling Stock	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	

OPEN LINES.

GUARANTEE AND REBATE TERMS.

60,85	2,96	2,56	2,00	68,37	Jamnagar-Dwarka.
1,16,85	Nil	7,00	Nil	1,23,85	Mymensingh-Bhairab Bazar (A B.).
1,77,70	2,96	9,56	2,00	1,92,22	TOTAL (3).

GOVERNMENT OF INDIA.

					OPEN LINES
8,29,14†	2,71,54	91,76	5,95	11,98,39	Bengal and North-Western.
93,60	16,18	8,61	3,18	1,21,57	Bengal Dooars Extensions *
8,90	Nil	58	Nil	9,48	Mirpur khas- Khadro* (Jodhpur).
1,34,28	57,97	12,94	Nil	2,05,19	Rohilkund and Kumaon.
1,27,59	48,66	7,99	1,80	1,86,04	Barsi Light *
7,66	3,85	41	56	12,48	Dehri-Rohtas Light
35,72	14,01	Nil	1,28	51,01	Shahdara (Delhi)-Saharanpur Light.*
11,95	42	7	Nil	12,44†	Matheran Light *
12,48,84	4,12,63	1,22,36	12,77	17,96,60	TOTAL (4).
					OPEN LINES.

BY LOCAL GOVERNMENTS.

74,18	59,88	18,18	1,50	1,53,74	Dibru-Sadiya
32,57	12,50	2,90	2,33	50,30	Darjeeling-Himalayan
1,06,75	72,38	21,08	3,83	2,04,04	TOTAL (5).

COMPANIES' LINES.

					OPEN LINES.
16,94	Nil	Nil	Nil	16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya)
8,80	2,76	1	18	11,75	Bengal Provincial.
available.					Jessore Jhenidah.
18,34	5,31	2,16	Nil	25,81	Parlakumedi Light (B N).
3,20	1,60	7	Nil	4,87	Tezporo Bahpara Light.‡
62	39	12	Nil	1,13	Jagadhri Light.
3,38	2,13	3	Nil	5,64	Kulasekarapatnam Light.
39	70	9	Nil	1,18	Trivellore Light.
51,67	12,89	2,48	18	67,22	TOTAL (6).

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
OPEN LINES.						
Tenali-Repalle (M. & S. M.)	5' 6"	1	Nil	Nil	Nil	1
Bezawada-Masulipatam (M. & S. M.)	3' 3½"	50	Nil	1	Nil	51
Pedanaur-Pollachi (S. I.)	"	—1	—1,74	Nil	Nil	—1,75
Tinnevely-Tiruchendur (E. I.)	"	Nil	Nil	Nil	Nil	Nil
TOTAL (7) . . . . .	..	50	—1,74	1	Nil	—1,23

8. COMPANIES' LINES SUBSIDIZED BY						
OPEN LINES.						
Bengal Doonars	3' 3½"	77	Nil	2	Nil	79
Arrah-Sasaram Light	2' 6"	10	21	Nil	6	37
Baraset-Basirhat Light	"	19	9	Nil	1	29
Bukhtiarpur-Bihar Light	"	Nil	23	Nil	—5	18
Howrah-Amta Light	2' 0"	13	5	Nil	98	106
Howrah Sheakhala Light	"	Nil	15	Nil	14	29
TOTAL (8) . . . . .	..	1,19	73	2	1,04	2,98

1935-36 of other than State-owned Railways (In thousands of rupees.)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
BOARD LINES.					OPEN LINES.
14,83	Nil	1,14	Nil	15,97	Tenali-Repalle (M. & S. M.).
23,15	Nil	1,60	Nil	24,75	Bezwada-Masulipatam (M. & S. M.).
8,86	5 12	1,26	Nil	15,24	Podanur-Pollachi (S. I.).
24 56	Nil	2,49	Nil	27,05	Tinnevely-Tiruchendur (S. I.).
71,40	5,12	6,49	Nil	83,01	TOTAL (7)

DISTRICT BOARDS.**OPEN LINES.**

33,94	7,36	2,59	Nil	43,89	Bengal Doorga.
18,79	6,56	Nil	22	25,57	Arrah-Sasaram Light.
19,38	6,43	Nil	25	26,06	Baraset-Basirhat Light.
10,55	4,68	Nil	8	15,31	Bukhtiarpur-Bihar Light.
18,23	12,00	Nil	1,64	31,87	Howrah-Amta Light.
4,99	3,16	Nil	41	8,56	Howrah Sheakhala Light.
1,06,88	40,19	2,59	2,60	1,51,26	TOTAL (8).

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	3	4	5	6	7
9. INDIAN STATE LINES WORKED						
(a) OPEN LINES.						
Nizam's State †	5' 6"	5,11	65	8	—1,94	3,90
Bhavnagar State	3' 3½"	1,00	1,46	Nil	—52	1,94
Bikaner State	"	99	—27	Nil	—3	69
Gaekwar's Baroda State (Mchsana)	"	61	3,31	Nil	Nil	3,92
Gondal	"	3,59	56	1	8	4,24
Jetalsar-Rajkot (Gondal)	"	20	Nil	Nil	—20	Nil
Jodhpur	"	24	5,07	Nil	28	5,59
Junagad State	"	2,96	1,91	20	3,58	8,65
Morvi	"	2,00	1,53	Nil	—25	3,28
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu-Anandapuram)	"	3,50	3,18	5	—67	6,06
Porbandar State	"	—49	29	Nil	—17	—37
Udaipur-Chitorgarh	"	7,19	1,12	16	—30	8,17
Rodeli-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	Nil	Nil	Nil	Nil	Nil
Cutch State	"	18	47	Nil	1,96	2,61
Dholpur State*	"	7	2	Nil	Nil	9
Gaekwar's Baroda State	"	—8	—45	Nil	43	—10
Kolar District	"	Nil	3	Nil	Nil	3
Gwahar Light	2' 0"	6	Nil	Nil	Nil	6
Tarikere-Narasimharajapura Light (Mysore)	"	3	21	Nil	Nil	24
TOTAL (a)	..	27,16	19,09	50	2,25	49,00
(b) LINES UNDER CONSTRUCTION.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Anandapuram to Sagra (Mysore)	"	54	Nil	8	Nil	62
Jalore-Bhimmal, Phalodi-Pokran (Jodhpur)	"	3,26	Nil	11	Nil	3,37
Sasan to Visavadar (Junagad)	"	33	Nil	2	Nil	35
Prachi Road to Kodinar (Gaekwar's Baroda State)	"	1,09	Nil	4	Nil	1,13
Dholpur to Rajakhara (Dholpur State)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL (b)	..	5,22	Nil	25	Nil	5,47
TOTAL (9) [=a+b]	..	32,38	19,09	75	2,25	54,47

*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1935-36 of other than State-owned Railways (In thousands of rupees.)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					(a) OPEN LINES.
10,36,77	2,83,51	92,16	24,64	§ 14,37,08	Nizam's State.†
1,59,27	70,05	7,51	4,55	2,41,38	Bhavnagar State
2,63,27	90,46	5,64	5,23	3,64,60	Bikaner State.
1,40,32	24,37	11,00	Nil	1,75,69	Gaekwar's Baroda State (Mehsana).
71,68	34,72	2,49	3,51	1,12,40	Gondal.
27,67	Nil	90	—5	28,52	Jetalsar-Rajkot (Gondal).
2,26,24	1,72,72	1,83	9,21	4,10,00	Jodhpur.
1,05,03	30,39	4,40	9,31	1,49,13	Junagad State.
68,64	36,35	2,23	2,34	1,09,56	Morvi.
††2,29,49	††83,65	††20,16	††4,74	††3,38,04	Mysore (including Birur-Shimoga-Chick-jalur-Chitaldrug, Mysore Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar, Shimoga-Arsalu Sections and Arsalu—Anandapuram).
14,35	11,77	1,06	1,12	28,30	Porbandar State.
98,43	18,17	4,78	63	1,22,01	Udaipur-Chitorgarh
9,37	Nil	1,19	Nil	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,91	3,39	2,08	1,96	23,34	Cutch State.
11,58	4,38	51	Nil	16,47	Dholpur State.*
2,23,26	55,74	20,92	6,95	3,06,87	Gaekwar's Baroda State
14,47	11,46	1,50	17	27,60	Kolar District
1,01,40	15,22	6,01	Nil	1,22,63	Gwahlor Light.
9,21	3,16	76	—2	13,11	Tarikere-Narasimharajapura Light (Mysore)
28,26,36	9,49,51	1,87,13	74,29	40,37,29	TOTAL (a).
					(b) LINES UNDER CONSTRUCTION.
71	Nil	Nil	Nil	71	Tahsil Bhadra to Sadulpur (Bikaner State).
54	Nil	8	Nil	62	Anandapuram to Sagra (Mysore).
56,53	Nil	1,80	Nil	58,33	Jalore-Bhimmal, Phalodi-Pokran (Jodhpur)
60	Nil	2	Nil	62	Sasan to Visavadar (Junagad)
2,25	Nil	5	Nil	2,30	Prachi Road to Kodinar (Gaekwar's Baroda State)
87	Nil	7	Nil	94	Dholpur to Rajakhara (Dholpur State)
61,50	Nil	2,02	Nil	63,52	TOTAL (b).
28,87,86	9,49,51	1,89,15	74,29	41,00,81	TOTAL (9) [= a + b].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

†† Includes the outlay on Arsalu-Anandapuram Construction shown last year under "lines under construction". Taken under open lines this year as the line has been opened for traffic.

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES		10. INDIAN STATE LINES				
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5' 6"	13	Nil	Nil	Nil	13
Bhopal Itarsi* (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.)	"	—1	Nil	Nil	Nil	—1
Bina-Goonna-Baran (G. I. P.)	"	1	Nil	Nil	Nil	1
Jammu and Kashmir (Indian State section) (N. W.)	"	11	Nil	Nil	Nil	11
Jind-Panipat (Indian State section) (N. W.) .	"	Nil	Nil	Nil	Nil	Nil
Khanpur-Chachran (N. W.)	"	Nil	Nil	Nil	Nil	Nil
Kolar Gold Fields (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Ludhiana-Dhuri-Jakhal (N. W.)	"	7	Nil	Nil	Nil	7
Nagda-Ujjain (B. B. & C. I.)	"	8	Nil	Nil	Nil	8
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	"	5	Nil	Nil	Nil	5
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Rajpura-Bhatinda (N. W.)	"	11	Nil	Nil	Nil	11
Shoranur-Cochin (S. I.)	"	—1,10	63	—83	4	—126
Sirhind Rupar (N. W.) ‡	"	3	Nil	Nil	Nil	3
Bangalore-Hanhar (M. & S. M.)	3' 3½"	93	18	Nil	16	1,27
Cooch Behar State (E. B.)	"	—1	Nil	Nil	Nil	—1
Dhrangadra (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Jaipur State (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Kolhapur State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Okhamandal (Jamnagar Dwarka)	"	Nil	—29	Nil	Nil	—29
Palanpur Deesa (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	—4	Nil	—6	Nil	—10
Jamnagar (Jamnagar Dwarka)	"	—1	—2	Nil	Nil	—3
Sangli State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Piplod Devgad Baria (B. B. & C. I.)	"	4	Nil	Nil	Nil	4
Rajpipla State (B. B. & C. I.) †	"	2	24	Nil	Nil	26
TOTAL (10) . . . . .	..	41	74	—89	20	46

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

‡ Includes expenditure incurred by the Patiala Durbar.

† Includes the Jhagadia Netrang Ry. The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

1935-36 of other than State-owned Railways (In thousands of rupees.)-contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR					RAILWAY.
Works.	Rolling stock.	General charges (including ferries)	Stores, etc., not finally charged off in the accounts.	Total	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
WORKED BY THE MAIN LINE.					OPEN LINES.
81,26	Nil	12,30	Nil	93,56	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)
50,00	Nil	Nil	Nil	50,00	Bhopal Itarsi* (G. I. P.)
75,11	Nil	6,96	Nil	82,07	Bhopal Ujjain (G. I. P.)
93,75	18	8,24	Nil	1,02,17	Bina-Gonda-Baran (G. I. P.).
10,95	Nil	60	Nil	11,55	Jammu and Kashmir (Indian State section). (N. W.)
15,83	Nil	1,73	Nil	17,56	Jind-Panipat (Indian State section) (N. W.).
13,48	Nil	88	Nil	14,36	Khanpur-Chachran (N. W.).
11,84	Nil	64	Nil	12,48	Kolar Gold Fields (M. & S. M.)
47,29	Nil	2,29	Nil	49,58	Ludhiana-Dhuri-Jakhal (N. W.).
21,09	Nil	1,72	Nil	22,81	Nagda-Ujjain (B. B. & C. I.)
13,68	Nil	83	10	14,61	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.).
9,02	Nil	32	Nil	9,34	Petlad-Cambay (T. pur-Caby sec.) (B. B. & C. I.).
76,95	Nil	2,60	Nil	79,64	Rajpura-Bhatinda (N. W.).
92,35	63	11,47	37	1,04,82	Shoranur-Cochin (S. I.).
29,53	Nil	2,08	Nil	31,61	Sirhind Rupar (N. W.). ‡
1,18,69	53,98	5,52	2,24	1,80,43	Bangalore Hanthar (M. & S. M.).
19,77	1,03	94	Nil	21,74	Cooch Behar State (E. B.).
14,39	4	67	Nil	15,10	Dhruangadra (B. B. & C. I.).
24,52	Nil	1,44	Nil	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
72,93	Nil	3,39	30	76,62	Jaipur State (B. B. & C. I.).
22,39	Nil	1,21	Nil	23,60	Kolhapur State (M. & S. M.).
25,73	11,99	2,04	1,00	40,76	Okhamandal (Jamnagar Dwarka).
5,80	Nil	15	Nil	5,95	Palampur-Deesa (B. B. & C. I.).
66,21	5,76	8,28	Nil	80,25	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
30,22	16,75	95	2,00	49,92	Jamnagar (Jamnagar Dwarka).
1,95	Nil	10	Nil	2,05	Sangli State (M. & S. M.).
5,82	3,29	66	Nil	9,77	Piplod Devgad Baria (B. B. & C. I.).
14,71	3,31	1,19	Nil	19,21	†Rajpipla State (B. B. & C. I.).
10,65,26	96,96	79,29	6,01	12,47,52	TOTAL (10).

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.

11. COMPANIES' LINE

OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore)	2' 6"	Nil	1	Nil	Nil	1
TOTAL (11)	..	Nil	1	Nil	Nil	1

12. LINES IN FOREIGN TERRITORY WORKED

OPEN LINES.						
Peralam-Karaikkal (S I).	3' 3½"	Nil	Nil	Nil	Nil	Nil
Pondicherry (S. I)	..	Nil	Nil	Nil	Nil	Nil
West of India Portuguese (M. & S. M)	..	‡54	..	..	..	54
TOTAL (12)	..	54	Nil	Nil	Nil	54
13. TOTAL (1) TO (12).	.	43,47	28,84	19	2,99	75,49
4. Miscellaneous	..	Nil	Nil	Nil	Nil	Nil
15. Grand Total	..	43,47	28,84	19	2,99	75,49

‡ Represents total figure, the details being not available.

1935-36 of other than State-owned Railways (In thousands of rupees)—concl'd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13

GUARANTEED BY INDIAN STATES.

OPEN LINES.

8,43	5,95	1,76	Nil	16,14	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,95	1,76	Nil	16,14	TOTAL (11).

BY BRITISH INDIAN RAILWAY COMPANIES.

OPEN LINES.

6,13	Nil	1,14	Nil	7,27	Peralam Karaikkal (S. I.).
5,37	Nil	36	Nil	5,73	Pondicherry (S. I.).
‡2,26,19	..	..	..	2,26,19	West of India Portuguese (M. & S. M.).
2,37,69	Nil	1,50	Nil	2,39,19	TOTAL (12).
67,20,92	16,78,10	5,31,07	1,03,23	90,33,32	13. TOTAL (1) TO (12).
8,23	Nil	64	Nil	8,87*	14. Miscellaneous.
67,29,15	16,78,10	5,31,71	1,03,23	90,42,19	15. Grand Total.

* Made up of outlay by Forest Department on the Alnavar-Dandeh Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway. 1	GROSS REVENUE RECEIPTS.					WORKING		
	For the system including worked lines.					For the		
	Earnings 2	Sus- pense. 3	Total (Cols. 2 and 3). 4	Deduct Re- funds. 5	Gross receipts (Cols. 4—5). 6	Ordinary Working Ex- penses. 7	Renewals and Replace- ments. 8	Appro- priation to Depre- ciation Reserve Fund. 9
STATE LINES WORKED BY THE STATE.								
Aden . . . . .	..	..	..	..	..	39	..	..
East Indian	18,86,51	—4	18,86,47	14	18,86,33	9,40,13	1,84,43	2,40,18
Eastern Bengal	5,44,53	—11	5,44,42	53	5,43,89	3,71,73	1,27,51	85,17
North Western	16,50,05	—10,84	16,39,21	4,09	16,35,12	9,57,58	1,94,64	2,44,74
Great Indian Peninsula	13,22,60	—9,78	13,12,82	2,96	13,09,86	7,20,47	1,13,32	2,02,09
Burma	3,62,03	82	3,62,85	52	3,62,33	2,24,98	26,52	58,38
TOTAL .	57,65,72	—19,95	57,45,77	8,24	57,37,53	32,15,28	6,46,42	8,30,56
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.								
Assam-Bengal	1,71,94	17	1,72,11	20	1,71,91	1,19,27	20,27	..
Bengal-Nagpur	8,76,11	48	8,76,59	50	8,76,09	5,52,93	56,87	..
Bezwada Extension and Dhone Kurnool	11,81	..	11,81	2	11,79	6,59	1	..
Bombay, Baroda and Central India .	11,97,15	—9,47	11,87,68	2,17	11,85,51	5,83,57	79,72	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	38,16	2,73	40,89	8	40,81	20,43	2,71	..
Lucknow-Bareilly (R. & K.) . . .	70,58	19	70,77	21	70,56	28,22	1,88	..
Madras and Southern Mahratta (exclud- ing Mysore State).	7,32,16	—58	7,31,58	1,13	7,30,45	3,91,11	60,36	..
South Indian (including Travancore) .	5,28,46	77	5,29,23	81	5,28,42	2,97,21	41,75	..
Tirhoot (B. & N. W.)	3,56,72	2,32	3,59,04	53	3,58,51	1,49,44	9,33	..
Contribution to Depreciation Reserve Fund on account of Company worked Lines and Miscellaneous.	..	..	..	..	..	3,43	—3,43	4,94,41
TOTAL .	39,83,09	—3,39	39,79,70	5,65	39,74,05	21,52,20	2,69,47	4,94,41
GRAND TOTAL	97,48,81	—23,34	97,25,47	13,89	97,11,58*	53,67,48	9,15,89	13,24,97

* The total Railway Receipts for the year are:—

Gross Receipts as per Col. 6 above	..	..	..	..	..	..	Rs.
Add—Miscellaneous Railway Receipts	..	..	..	..	..	..	97,11,58
Government share of surplus profit from the subsidized companies, etc.	..	..	..	..	..	..	79,86
							22,95

Total Receipts 98,14,39

Revenue Receipts of State-owned Railways for the year 1935-36. (In thousands of rupees.)

EXPENSES.							Class and Name of Railway.
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols 11—12)	Payment to Worked Lines.	Net Revenue Receipts of State owned Railways. (Cols 6—13—14)	Percentage of Ordinary Working Expenses on Earnings $\left(\frac{(\text{Col } 7) \times 100}{\text{Cols } 2-5} \right)$	
Suspense.	Total. (Cols. 7 to 10)						
10	11	12	13	14	15	16	17
							STATE LINES WORKED BY THE STATE.
—69	—30	..	—30	..	(a) 30	..	Aden.
33	13,65,07	1,84,43	11,80,64	7,74	6,97,95	49.84	East Indian.
—34	5,84,07	1,27,51	4,56,56	8,45	78,88	68.33	Eastern Bengal.
—3,04	13,93,92	1,94,64	11,99,28	29,82	(b) 4,06,02	5.18	North Western.
—3,17	10,32,71	1,13,32	9,19,39	28,28	3,62,19	54.60	Great Indian Peninsula.
72	3,10,60	26,52	2,84,08	.	78,25	62.23	Burma.
—6,19	46,86,07	6,46,42	40,39,65	74,29	16,23,50	55.85	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES
—68	1,38,86	..	1,38,86	6,47	26,58	69.45	Assam-Bengal.
—1	6,09,79	..	6,09,79	1,67	2,64,63	63.15	Bengal-Nagpur.
..	6,60	..	6,60	..	5,19	55.89	Bezwada Extension and Dhone, Kurnool
—3,07	6,60,22	..	6,60,22	29,81	4,95,18	48.84	Bombay, Baroda and Central India
—7	23,07	..	23,07	1,31	16,43	53.65	Jodhpur-Hyderabad (British Section) (Jodhpur).
96	31,06	..	31,06	18,81	20,69	40.10	Lucknow-Bareilly (R. & K.).
—1,61	4,49,86	..	4,49,86	27,34	2,53,25	53.50	Madras and Southern Mahratta (excluding Mysore State).
—1,87	3,37,09	..	3,37,09	7,11	1,84,22	56.33	South Indian (including Travancore).
42	1,59,19	..	1,59,19	1,17,86	81,46	41.96	Tirhoot (B. & N W)
—6	4,94,35	2,69,47	2,24,88	..	—2,24,88	..	Contribution to Depreciation Reserve Fund on account of Company worked Lines and miscellaneous.
—5,99	29,10,09	2,69,47	26,40,62	2,10,38	11,23,05	54.11	Total.
—12,18	75,96,16	9,15,89	*66,80,27	2,84,67	27,46,64	55.14	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts
(a) Aden Railway, Commercial	..	—2,36	..	2,36
Aden Railway, Military	..	2,06	..	—2,06
Total	..	—30	..	30
(b) N. W. Railway, Commercial	..	15,00,43	9,92,46	4,78,15
N. W. Railway, Military	..	1,34,69	2,06,82	—72,13
Total	..	16,35,12	11,99,28	29,82
*The total Expenditure on Railways for the year is :—				
Working expenses as per column 13 above	66,80,27
Payment to Worked Lines	2,84,67
Add :—Miscellaneous Railway Expenditure	58,90
Surplus profits paid to companies	50,95
Interest charges as per Statement 4	31,39,00
Total Expenditure.	..	1,02,13,79		

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1935-36.

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.			Total Columns 2 and 5.	IN THOUSANDS OF RUPEES.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden . . . . .	..	..	..	..	..	.	..	..	..
2. Eastern Bengal . . .	126,227	..	..	..	126,227	16,75	1,80,17	..	1,96,92
3. East Indian (including South Bihar).	2,009,015	..	.	..	2,009,015	2,66,48	3,27,87	4	5,94,39
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme	367,927	..	..	..	367,927	48,80	4,04,95	..	4,53,75
5. North Western (Military) .	.	..	..	..	..	..	1,37,52	..	1,37,52
6. Burma	37,875	..	..	..	37,875	5,02	1,41,70	..	1,46,72
7. Great Indian Peninsula .	986,538	..	..	..	986,538	1,30,86	2,98,27	..	29,13
8. Coal Dept (Ry Collieries)	.	..	..	..	.	.	8,78	..	8,78
9 TOTAL .	3,527,582	..	..	..	3,527,582	4,67,91	14,99,26	4	19,67,21
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal . . . .	..	45,000	12,927	57,927	57,927	7,72	83,91	..	91,03
11. Bengal-Nagpur . . .	.	105,000	134,697	239,697	239,697	31,96	2,98,84	..	3,30,80
12. Bezvada (including Dhone Kurnool)	..	..	..	..	..	..	1,91	..	1,91
13. Bombay, Baroda and Central India.	368,851	60,000	34,998	94,998	483,849	65,32	2,05,40	7,50	2,78,22
14. Jodhpur (British Section) (Jodhpur).	.	..	..	..	.	.	4,62	..	4,62
15. Lucknow-Bareilly (R & K)	.	..	(a)20,482	20,482	20,482	2,32	7,08	..	9,40
16. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,43,35	..	2,29,01
17. South Indian	148,053	35,000	104,580	139,580	287,633	38,35	1,35,53	..	1,73,88
18. Travancore (British Section) (S I)	..	..	..	..	..	..	63	..	63
19. Travancore (Indian State Section) (S I)	..	..	.	..	..	..	1,04	..	1,04
20. Tirhoot (R. & N. W)	..	..	80,326	80,326	80,326	10,71	26,84	..	37,55
21 TOTAL .	899,366	420,000	493,035	913,035	1,812,401	2,42,04	9,09,15	7,50	11,58,69
Miscellaneous Items									
22. Abandoned Projects, etc.	..	..	..	..	..	.	1,07	..	1,07
23. Other miscellaneous items. Deduct —	..	..	..	..	..	(b)—1,25	13,45	..	12,20
24. Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways.	..	..	..	..	..	..	16	..	16
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	1	..	1
25. TOTAL .	..	..	..	..	..	—1,25	14,35	..	13,10
26. Total Central .	4,426,948	420,000	493,035	913,035	5,339,983	7,08,70	24,22,76	7,54	31,39,00
Provincial Railways.									
27. Assam (Jorhat) . . . .	..	..	..	..	..	..	44	..	44
28. United Provinces (Distillery Siding).	..	..	..	..	..	..	7	..	7
29. Total Provincial	..	..	..	..	..	..	51	..	51
30. Grand Total .	4,426,948	420,000	493,035	913,035	5,339,983	7,08,70	24,23,27	7,54	31,39,51

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

5. Statement of ^{Capital at Charge}_{Capital outlay†}, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.
—contd. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earn- ings. (Cols. 5-6.)	Percent- age of working expens- es to gross earn- ings. (Col 6 × 100 Col. 5)	Percent- age of net earn- ings on total capital at charge given in column 4. (Col 7 × 100 Col. 4)	
1	2	3	4	5	6	7	8	9	10
CLASS I—conold.									
Nizam's State	5' 6"	1934-35	14,78,62	1,38,49	69,61	68,88	50.26	6.39	(a) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1935-36	14,82,63	1,36,31	69,06	66,35	51.32	6.13	
	3' 3½"	1934-35	**	75,50	49,86	25,64	66.05	**	
		1935-36	**	75,61	51,12	24,49	67.61	**	
North Western (Commercial)	5' 6" and 2' 6"	1934-35	1,17,89,76	14,57,14	10,44,58	4,12,56	71.69	3.50	
		1935-36	1,17,68,83	15,11,27	9,95,50	5,15,77	65.87	4.38	
North Western (Military)	5' 6", and 2' 6"	1934-35	34,06,54	1,26,70	1,89,79	—63,09	149.79	—1.85	
		1935-36	34,00,68	1,34,69	2,06,82	—72,13	153.56	—2.12	
North Western (Total)	..	1934-35	1,51,96,30	15,83,84	12,34,37	3,49,47	77.94	2.30	
		1935-36	1,51,69,51	16,45,96	12,02,32	4,43,64	73.05	2.92	
Rohilkund and Kumaon	3' 3½"	1934-35	(a)4,50,84	69,80	32,33	37,47	46.31	8.31	
		1935-36	(a)4,56,69	70,37	31,63	38,74	44.95	8.48	
South Indian	5' 6", 3' 3½" and 2' 6"	1934-35	47,68,47	5,52,32	3,22,08	2,30,24	58.31	4.83	
		1935-36	47,87,02	5,27,65	3,38,96	1,88,69	64.24	3.94	
Total Class I Railways	..	1934-35	8,47,34,07	99,12,74	65,93,97	33,18,77	66.52	3.92	
		1935-36	8,41,06,77	1,00,19,03	66,37,41	33,81,62	66.25	4.02	
CLASS II.									
Barai Light	2' 6"	1934-35	1,86,51	18,10	11,34	6,76	62.65	3.62	
		1935-36	1,86,04	19,26	11,35	7,91	58.91	4.25	
Bengal Doonars	3' 3½"	1934-35	1,64,52	20,57	11,88	8,69	57.77	5.28	
		1935-36	1,65,46	18,53	11,72	6,81	63.25	4.11	
Bhavnagar State	3' 3½"	1934-35	2,39,44	36,22	17,93	18,29	49.50	7.64	
		1935-36	2,41,38	34,38	19,70	14,68	57.29	6.08	
Bikaner State	3' 3½"	1934-35	3,64,62	38,81	24,93	13,88	64.24	3.81	
		1935-36	3,65,31	39,08	27,66	11,42	70.78	3.13	
Darjeeling Himalayan	2' 0"	1934-35	1,08,51	17,26	11,80	5,46	68.36	5.03	
		1935-36	1,08,31	17,81	12,15	5,66	68.22	5.22	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspension).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.

—contd.

(In thousands of rupees.)

Railway System.	Gauge	Year	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge	§ Gross earnings	§ Working expenses	Net earnings (Cols. 5-6)	Per-centage of working expenses to gross earnings.	Per-centage of net earnings on total capital at charge given in column 4.	
							(Col 6 × 100) Col 5	(Col 7 × 100) Col 4	
1	2	3	4	5	6	7	8	9	10
CLASS II—concd.									
Dibru-Sadiya	3' 3½"	1934-35	1,70,57	20,99	12,97	8,02	61.79	4.70	
		1935-36	1,70,68	20,28	12,63	7,65	62.28	4.48	
Gaekwar's Baroda State	3' 3½"	1934-35	1,72,94	23,34	13,38	9,96	57.33	5.79	
		1935-36	1,77,99	23,05	14,11	8,94	61.21	5.09	
	2' 6"	1934-35	3,17,53	22,62	17,05	5,57	75.37	1.75	
		1935-36	3,17,43	22,40	16,48	5,92	73.58	1.86	
Gondal	3' 3½"	1934-35	1,36,68	24,12	11,14	12,98	46.21	9.49	
		1935-36	1,40,92	22,02	11,53	10,49	52.37	7.44	
Jamnagar Dwarka	3' 3½"	1934-35	1,59,27	14,91	8,55	6,36	57.32	4.00	
		1935-36	1,59,05	14,78	7,89	6,89	53.41	4.33	
Junagad State	3' 3½"	1934-35	1,40,75	16,87	9,46	7,41	56.05	5.27	
		1935-36	1,49,75	16,73	10,25	6,48	61.29	4.33	
Morvi	3' 3½"	1934-35	1,06,28	17,97	9,84	8,13	54.73	7.65	
		1935-36	1,09,56	18,80	10,51	8,29	55.93	7.56	
Mysore	3' 3½"	1934-35	3,31,98	28,36	25,73	2,63	90.73	0.79	
		1935-36	3,38,66	29,14	24,93	4,21	85.55	1.24	
	2' 6"	1934-35	43,70	2,94	2,67	27	90.79	0.62	
		1935-36	43,74	3,20	2,66	54	83.12	1.23	
	2' 0"	1934-35	12,87	44	35	9	78.81	0.73	
		1935-36	13,11	50	46	4	93.36	0.25	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1934-35	50,68	8,32	4,37	3,95	52.46	7.80	
		1935-36	51,01	9,06	4,63	4,43	51.10	8.68	
Total Class II Railways . . . . .	..	1934-35	27,06,85	3,11,84	1,93,39	1,18,45	62.02	4.38	
		1935-36	27,38,40	3,09,02	1,98,66	1,10,36	64.29	4.03	
CLASS III.									
Ahmadpur Katwa	2' 6"	1934-35	20,73	1,07	91	16	85.16	0.76	
		1935-36	20,73	88	85	3	96.25	0.16	

* † § For explanations see footnotes on opposite page.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.

—contd.

(In thousands of rupees.)

Railway System.	Gauge	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Per- centage of working expenses to gross earn- ings. (Col. 6 × 100 Col. 5.)	Per- centage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 Col. 4.)	
1	2	3	4	5	6	7	8	9	10
CLASS III—contd.			Rs.	Rs.	Rs.	Rs.			
Arrah-Sasaram . . .	2' 6" {	1934-35	||25.04	3.54	||2.47	||1.07	||69.76	||4.20	
		1935-36	25.57	3.55	2.39	1.16	67.20	4.55	
Bankura Damoodar River .	2' 6" {	1934-35	40.07	1.33	1.31	2	98.29	0.06	
		1935-36	40.01	1.11	1.46	—35	131.28	—0.87	
Baraset-Basirhat Light .	2' 6" {	1934-35	25.77	4.96	4.01	95	80.70	3.70	
		1935-36	26.06	5.46	4.34	1.12	79.51	4.29	
Pengal Provincial . . .	2' 6" {	1934-35	15.17	1.09	1.01	8	92.36	0.55	
		1935-36	15.12	86	89	—3	103.84	—0.19	
Bukhtiarpur-Bihar Light .	2' 6" {	1934-35	15.13	3.04	1.89	1.15	61.90	7.60	
		1935-36	15.31	2.57	1.87	70	72.80	4.55	
Burdwan-Katwa . . .	2' 6" {	1934-35	20.33	1.42	1.17	25	82.17	1.25	
		1935-36	20.40	1.13	1.13	..	99.93	..	
Cutch State . . .	2' 6" {	1934-35	20.73	2.01	1.29	72	64.09	3.48	
		1935-36	23.34	2.22	1.36	86	61.16	3.70	
Dehri-Rohas Light . . .	2' 6" {	1934-35	12.50	2.32	1.29	1.03	55.59	8.24	
		1935-36	12.48	1.89	1.25	64	66.40	5.08	
Dholpur-State . . .	2' 6" {	1934-35	17.32	1.75	1.00	75	57.04	4.60	
		1935-36	17.41	1.75	1.21	54	69.39	3.26	
Futwah-Islampur . . .	2' 6" {	1934-35	19.44	1.24	93	31	75.10	1.60	
		1935-36	19.51	1.09	99	10	90.80	0.51	
Gwalior Light . . .	2' 0" {	1934-35	1,22.57	7.25	5.98	1.27	82.52	1.03	
		1935-36	1,22.63	7.53	5.58	1.95	74.10	1.59	
Howrah Amta Light . . .	2' 0" {	1934-35	30.81	9.22	6.26	2.96	67.88	9.50	
		1935-36	31.87	8.78	6.33	2.45	72.12	7.67	
Howrah-Sheakhala Light .	2' 0" {	1934-35	8.27	1.69	1.46	23	86.60	2.70	
		1935-36	8.56	1.95	1.59	36	81.31	4.26	
Jagadhri Light . . .	2' 0" {	1934-35	1.13	13	12	1	91.44	1.92	
		1935-36	1.13	12	12	..	99.72	0.03	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspension).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

|| Revised figures.

5.—Statement of *Capital at Charge**, Revenue Earnings and Expenses for the years 1934-35 and 1935-36.

—concl'd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings (Cols 5-6.)	Per- centage of working expenses to gross earn- ings (Col 6 × 100) Col 5	Per- centage of net earnings on total capital at charge given in column 4. (Col 7 × 100) Col 4	
1	2	3	4	5	6	7	8	9	10
CLASS III—concl'd.									
Jessore-Jhenidah . . .	2' 6"	1934-35	Rs. §§	Rs. §§	Rs. §§	Rs. §§	§§	§§	
		1935-36	§§	§§	§§	§§	§§	§§	
Jorhat (Provincial) . . .	2' 0"	1934-35	13,22	1,20	1,38	—18	115·15	—1·36	
		1935-36	13,22	1,27	1,48	—21	116·82	—1·59	
Kalighat-Falta . . .	2' 6"	1934-35	24,13	1,55	1,61	—6	104·26	—0·25	
		1935-36	24,13	1,51	1,58	—7	104·83	—0·29	
Kulasekarapatnam Light . . .	2' 0"	1934-35	5,54	74	76	—2	103·64	—0·48	
		1935-36	5,54	70	69	1	98·44	0·19	
Matheran Light . . .	2' 0"	1934-35	12,34	88	61	27	69·32	2·19	
		1935-36	12,44	85	58	27	68·23	2·17	
Porbandar State . . .	3' 3½"	1934-35	28,67	3,32	1,92	1,40	57·74	4·90	
		1935-36	28,30	3,50	1,96	1,54	55·93	5·45	
Tezporo-Balipara Light . . .	2' 6"	1934-35	4,87	1,53	1,15	38	75·17	7·74	
		1935-36	4,87	1,52	1,17	35	77·03	7·13	
Trivellore Light . . .	2' 0"	1934-35	1,18	1	3	—2	267·10	—1·70	
		1935-36	1,18	2	4	—2	197·38	—1·69	
Udaipur-Chitorgarh . . .	3' 3½"	1934-35	1,13,84	6,02	4,13	1,89	††68·75	1·65	
		1935-36	1,22,01	6,69	4,72	1,97	70·47	1·61	
Total Class III Railways	..	1934-35	††5,98,80	57,31	††42,69	††14,62	††74·49	††2·44	
		1935-36	6,11,82	56,95	43,58	13,37	76·52	2·19	
Other items not included in the preceding heads (a)	..	1934-35	5,07,46	—82	2,30,13	—2,30,95	.	..	
		1935-36	5,01,84	—83	2,14,23	—2,15,06	..	.	
GRAND TOTAL	..	1934-35	††8,85,47,18	1,02,81,07	††70,60,18	††32,20,89	68·67	3·64	
		1935-36	8,79,58,83	1,03,84,17	70,93,88	32,90,29	68·31	3·74	

* † † § — For explanations see footnotes on opposite page.

§ § Figures not available.

(a) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees) :—

†† Revised figures

	Capital at charge
Coal Department	1,90,95
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,77,24
United Provinces (Distillery siding)	1,39
Total	5,01,84

Gross Earnings	
+42 Gross Earnings of Bezwada Extension & Dhone Kurnool Railways	
—1,27 Gross Earnings of Jorhat (Provincial) Railways.	
+2 Due to rounding off.	
—83	

Working Expenses	
—8,47 Adjustment of Tirhoot Railway.	
+39 Working Expenses of Aden Railway.	
+37 Working Expenses of Bezwada Extension & Dhone Kurnool Railways.	
—1,53 Working Expenses of R. & K. Railway.	
—1,48 Working Expenses of Jorhat (Provincial) Railway.	
+2,24,94 Contribution to Depreciation Reserve Fund on account of Company Worked lines	
+1 Due to rounding off	

	1934-35.	1935-36.
(b) State owned.. ..	7,95,44,16	7,89,16,64
Other than State owned	††90,03,02	90,42,19
	††8,85,47,18	8,79,58,83

+2,14,23

6. Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds)
			Earnings from passengers carried (including refunds)	Other coaching earnings (including refunds).	Total coaching earnings (excluding refunds).	Earnings from goods carried (including refunds)	Other goods earnings (including refunds)	Total goods earnings (excluding refunds)	Electric telegraph earnings (excluding refunds).	Other miscellaneous earnings (excluding refunds).	
	2	3	4	5	6	7	8	9	10	11	12
Class I.			Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
Assam Bengal	3' 3½"	1934-35	51.49	9.30	63.71	1,13.61	1.03	1,14.17	24	13.66	1,92.08
		1935-36	57.60	9.02	66.57	95.28	65	95.78	23	9.16	1,71.74
Bengal and North-Western	3' 3½"	1934-35	1,29.45	13.14	*1,36.99	2,18.49	2.11	*2,05.28	51	3.58	3,46.36
		1935-36	1,39.51	13.98	*1,47.66	2,15.93	1.75	*2,03.13	42	4.98	3,56.19
Bengal-Nagpur	5' 6"	1934-35	1,46.64	29.25	1,75.80	5,81.21	3.99	5,84.36	31	21.79	7,82.26
		1935-36	1,48.78	30.81	1,79.54	6,38.80	2.95	6,41.11	32	22.48	8,43.45
	2' 6"	1934-35	12.73	1.24	14.02	17.74	33	18.01	5	63	32.71
		1935-36	12.66	1.24	13.90	17.15	35	17.46	5	73	32.14
Bombay, Baroda and Central India.	5' 6"	1934-35	2,03.98	50.23	2,54.16	3,98.66	-2.13	3,95.16	49	14.16	6,63.97
		1935-36	2,07.08	50.68	2,57.71	4,05.29	-1.33	4,02.58	45	16.51	6,77.25
	3' 3½"	1934-35	1,75.91	20.82	1,96.65	2,97.25	1.18	2,96.97	54	8.09	5,02.25
		1935-36	1,78.00	20.03	1,97.99	3,00.97	1.33	3,00.62	49	8.40	5,07.50
	2' 6"	1934-35	4.64	30	4.94	4.61	1	4.58	3	23	9.78
		1935-36	4.70	29	4.99	5.06	2	5.04	3	17	10.23
Burma	3' 3½"	1934-35	88.42	12.57	1,00.92	2,65.35	45	2,65.50	33	11.58	3,78.33
		1935-36	91.56	12.76	1,04.25	2,49.57	38	2,49.59	33	7.34	3,61.51
	5' 6"	1934-35	1,18.21	26.28	1,44.40	2,10.94	8.19	2,18.79	20	12.20	3,75.59
		1935-36	1,17.48	24.88	1,42.30	1,87.23	9.60	1,96.55	19	11.76	3,50.80
Eastern Bengal	3' 3½" and 2' 6"	1931-35	61.10	8.29	69.34	1,07.78	69	1,08.32	18	4.71	1,82.55
		1935-36	66.06	7.93	73.96	1,10.82	69	1,11.37	19	7.68	1,93.20
East Indian	5' 6"	1934-35	5,02.47	71.64	5,74.10	12,70.87	4.09	12,74.88	1,18	37.68	*18,87.84
		1935-36	5,03.11	75.14	5,78.25	12,54.73	3.07	12,57.68	1,10	40.25	*18,86.37
Great Indian Peninsula	5' 6"	1934-35	20.51	88.37	4,08.17	8,25.77	4.69	8,29.14	1,01	28.21	12,63.53
		1935-36	3,33.45	92.61	4,25.38	8,44.85	4.01	8,46.63	1,01	37.88	13,10.90
	2' 6"	1931-35	3.06	37	3.43	5.08	3	5.09	1	1	8.54
		1935-36	2.92	32	3.24	5.38	4	5.41	1	8	8.74
Jodhpur	3' 3½"	1934-35	36.53	5.13	41.99	59.42	18	59.44	14	5.54	1,07.11
		1935-36	40.74	5.05	45.78	62.63	20	62.63	13	5.22	1,13.76
Madras and Southern Mahratta.	5' 6"	1934-35	1,36.33	28.81	1,65.05	2,50.17	86	2,50.69	17	14.36	4,30.27
		1935-36	1,32.66	28.68	1,61.24	2,50.49	73	2,50.84	14	11.17	4,23.39
	3' 3½"	1934-35	84.64	16.01	1,00.60	12,08.94	93	2,19.06	25	6.71	13,26.62
		1935-36	83.77	14.61	98.35	11,96.89	83	2,05.41	23	11.97	13,15.96
	5' 6"	1934-35	30.66	9.25	39.83	95.72	67	96.15	36	2.15	1,38.49
		1935-36	31.83	9.39	41.06	92.58	56	93.03	34	1.88	1,26.31
Nizam's State	3' 3½"	1934-35	26.37	3.26	29.62	44.24	29	44.46	24	1.18	75.50
		1935-36	26.77	3.22	29.97	44.02	32	44.25	22	1.17	75.61

* Excluding the Cawnpore-Burhwal (3' 3½" gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and to totals with the sundry earnings of the E. I. Railway.
† Includes Harbour receipts and expenditure.

6.—Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year	Coaching earnings.			Goods earnings			Miscellaneous earnings		Total gross earnings (excluding refunds).		
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds)	Total coaching earnings (excluding refunds)	Earnings from goods carried (including refunds).	Other goods earnings (including refunds)	Total goods earnings (including refunds).	Electric telegraph earnings (excluding refunds)	Other miscellaneous earnings (excluding refunds)			
1	2	3	4	5	6	7	8	9	10	11	12		
CLASS I—contd													
North Western (Commercial)	5' 6"	1934-35	Rs	Rs	Rs.	Rs	Rs	Rs	Rs	Rs	Rs		
		1935-36	\$	\$	\$	8,82,41	5,53	8,85,99	1,58	43,98	14,28,72		
	2' 6"	1934-35	\$	\$	\$	9,18,76	6,54	9,22,96	1,52	53,45	14,82,95		
		1935-36	\$	\$	\$	15,20	40	15,57	3	32	28,42		
North Western (Military)	5' 6"	1934-35	\$	\$	\$	14,68	50	15,15	2	68	28,32		
		1935-36	\$	\$	\$	72,75	44	73,03	16	4,59	1,21,93		
	2' 6"	1934-35	\$	\$	\$	74,02	34	74,17	21	9,88	1,29,06		
		1935-36	\$	\$	\$	2,49	3	2,51	1	31	4,77		
North Western (Total)	5' 6" & 2' 6"	1934-35	\$	\$	\$	3,47	5	3,51	2	12	5,63		
		1935-36	\$	\$	\$	4,71,36	84,76	5,55,76	9,72,85	6,40	9,77,10	1,78	49,20	15,83,84
	2' 6"	1934-35	4,73,00	91,70	5,64,27	10,10,93	7,43	10,15,79	1,77	64,13	16,45,96		
		1935-36	4,73,00	91,70	5,64,27	10,10,93	7,43	10,15,79	1,77	64,13	16,45,96		
Rohilkund and Kumaon	3' 3 1/2"	1934-35	23,96	3,04	26,98	40,43	39	40,65	7	2,10	69,80		
		1935-36	23,83	2,96	26,77	40,57	24	40,62	6	2,92	70,37		
	5' 6"	1934-35	59,71	10,86	70,55	97,69	50	98,03	9	2,62	1,71,99		
		1935-36	59,33	11,60	70,89	1,08,07	64	1,08,41	9	2,70	1,82,11		
South Indian	3' 3 1/2"	1934-35	1,83,49	15,24	1,98,60	1,66,67	2,29	1,68,66	30	11,19	3,78,75		
		1935-36	1,59,33	13,94	1,73,18	1,55,09	2,02	1,56,82	26	13,30	3,43,56		
	2' 6"	1934-35	86	6	93	1,32	1	1,33	Nil	2	2,28		
		1935-36	79	6	85	1,09	1	1,10	Nil	3	1,98		
Total Class I Railways		1934-35	28,75,97	5,08,22	33,76,54	62,54,81	37,08	62,76,12	8,48	2,51,60	99,12,74		
		1935-36	28,94,06	5,20,93	34,08,10	62,93,42	36,49	63,11,87	8,15	2,90,91	1,00,19,03		
CLASS II.*													
Barai Light	2' 0"	1934-35	7,02	88	7,90	9,70	8	9,78	4	38	18,10		
		1935-36	8,20	85	9,05	9,71	8	9,79	4	38	19,26		
Bengal Doonars	3' 3 1/2"	1934-35	3,46	71	4,17	16,13	4	16,17	2	21	20,57		
		1935-36	3,29	73	3,99	14,29	3	14,32	2	20	18,53		
Bhavnagar State	3' 3 1/2"	1934-35	15,29	1,60	16,89	17,43	7	17,50	54	1,29	36,22		
		1935-36	15,24	1,46	16,70	16,39	14	16,53	46	69	34,38		
Bikaner State	3' 3 1/2"	1934-35	16,43	1,82	18,25	19,51	7	19,58	19	79	38,81		
		1935-36	16,90	1,61	18,51	19,66	7	19,73	16	68	39,08		
Darjeeling-Himalayan	2' 0"	1934-35	2,70	2,06	4,76	12,28	3	12,31	2	17	17,26		
		1935-36	2,99	1,88	4,87	12,73	5	12,78	2	14	17,81		
Dibru-Sadiya	3' 3 1/2"	1934-35	4,32	67	4,99	15,54	3	15,57	2	41	20,99		
		1935-36	3,71	59	4,30	15,51	3	15,54	1	43	20,28		
Gaekwar's Baroda State	3' 3 1/2"	1934-35	13,48	95	14,43	8,58	3	8,61	4	26	23,34		
		1935-36	13,89	96	14,85	7,90	2	7,92	3	25	23,05		
	2' 6"	1934-35	10,26	53	10,79	10,89	—2	10,87	13	83	22,62		
		1935-36	9,96	54	10,50	10,32	3	10,35	12	1,43	22,40		
Gondal	3' 3 1/2"	1934-35	9,85	97	10,82	11,48	4	11,52	14	1,64	24,12		
		1935-36	9,77	1,02	10,79	9,40	3	9,43	12	1,68	22,02		

* Excludes refunds.

† Figures not required

6.—Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds).
			Earnings from passengers carried (excluding refunds).	Other coaching earnings (excluding refunds).	Total coaching earnings (excluding refunds).	Earnings from goods carried (excluding refunds).	Other goods earnings (excluding refunds).	Total goods earnings (excluding refunds).	Electric telegraph earnings (excluding refunds).	Other miscellaneous earnings (excluding refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—contd.											
			Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
Jamnagar Dwarka . . .	3' 3½"	1934-35	6,38	60	6,98	7,09	10	7,19	5	69	14,91
		1935-36	6,12	53	6,65	7,27	7	7,34	4	75	14,78
Junagad State . . .	3' 3½"	1934-35	7,65	60	8,25	8,01	3	8,04	7	51	16,87
		1935-36	8,22	61	8,83	7,31	3	7,34	7	49	16,73
Morvi	3' 3½"	1934-35	8,36	1,38	9,74	7,69	1	7,70	12	41	17,97
		1935-36	8,83	1,35	10,18	8,20	2	8,22	11	29	18,80
Mysore	3' 3½"	1934-35	14,77	1,18	15,95	11,60	19	11,79	1	61	28,36
		1935-36	14,82	1,20	16,02†	12,43	14	12,57†	1	54	29,14†
	2' 6"	1934-35	1,81	6	1,87	1,05	1	1,06	Nil	1	2,94
		1935-36	1,91	7	1,98	1,19	1	1,20	Nil	2	3,20
	2' 1"	1934-35	12	1	13	31	Nil	31	Nil	Nil	44
		1935-36	11	Nil	11	39	Nil	39	Nil	Nil	50
Shahdara (Delhi) Saharanpur Light.	2' 6"	1934-35	4,77	16	4,93	3,28	3	3,31	Nil	8	8,32
		1935-36	4,56	13	4,69	4,28		4,28	Nil	9	9,06
Total Class II Railways . . .		1934-35	1,26,67	14,18	1,40,85	1,60,57	74	1,61,31	1,39	8,29	3,11,84
		1935-36	1,28,49	13,53	1,42,02	1,56,98	75	1,57,73	1,21	8,06	3,09,02
CLASS III.											
Aden	3' 3½"	1934-35	*	*	*	*	*	*	*	*	*
		1935-36	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa . . .	2' 6"	1934-35	82	3	85	20	Nil	20	Nil	2	1,07
		1935-36	67	3	70	15	Nil	15	Nil	3	88
Arrah-Sasaram	2' 6"	1934-35	2,04	5	2,09	1,37	Nil	1,37	Nil	8	3,54
		1935-36	2,19	5	2,24	1,29	Nil	1,29	Nil	2	3,55
Bankura Damodar River . .	2' 6"	1934-35	79	3	82	48	Nil	48	Nil	3	1,33
		1935-36	74	3	77	32	Nil	32	Nil	2	1,11
Baraset-Basirhat Light . .	2' 6"	1934-35	3,51	32	3,83	1,09	Nil	1,09	Nil	4	4,96
		1935-36	3,65	41	4,06	1,36	Nil	1,36	..	4	5,46
Bengal Provincial	2' 6"	1934-35	72	5	77	16	Nil	16		16	1,09
		1935-36	55	4	59	13	Nil	13	1	13	86
Bukhtiarpur-Bihar Light . .	2' 6"	1934-35	1,90	10	2,00	1,02	—3	99	Nil	5	3,04
		1935-36	1,49	9	1,58	96	1	97	Nil	2	2,87
Burdwan Katwa	2' 6"	1934-35	1,08	5	1,13	26	Nil	26	Nil	3	1,43
		1935-36	90	5	95	16	Nil	16	Nil	2	1,13
Cutch State	2' 6"	1934-35	1,05	18	1,23	62	14	76	Nil	2	2,01
		1935-36	1,18	16	1,34	69	15	84	Nil	4	2,23

* Information not available due to the closing of the Railway from 1st August 1933.

† Includes Shimoga Anandapuram Section Bus collections.

6.—Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36—concl'd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds).
			Earnings from passengers carried (excluding refunds).	Other coaching earnings (excluding refunds).	Total coaching earnings (excluding refunds).	Earnings from goods carried (excluding refunds).	Other goods earnings (excluding refunds).	Total goods earnings (excluding refunds).	Electric telegraph earnings (excluding refunds).	Other miscellaneous earnings (excluding refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—concl'd.			Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Dehri-Rohas Light . . .	2' 6"	1934-35	22	1	23	1,37	5	2,02	1	6	2,32
		1935-36	23	1	24	1,55	4	1,59	1	5	1,89
Dholpur-State . . .	2' 6"	1934-35	46	1	47	1,26	Nil	1,26	1	1	1,75
		1935-36	50	1	51	1,10	Nil	1,10	1	1	1,75
Futwah-Islampur . . .	2' 6"	1934-35	86	3	89	31	—2	29	Nil	6	1,24
		1935-36	79	2	81	25	1	26	Nil	2	1,09
Gwalior Light . . .	2' 0"	1934-35	3,20	14	3,34	3,59	2	3,61	10	20	7,25
		1935-36	3,28	13	3,41	3,43	5	3,88	8	16	7,53
Howrah Amta Light . . .	2' 0"	1934-35	7,20	33	7,53	1,63	Nil	1,63	Nil	6	9,22
		1935-36	6,89	28	7,17	1,55	Nil	1,55		6	8,78
Howrah-Sheakhala Light . . .	2' 0"	1934-35	1,05	30	1,35	33	Nil	33	Nil	1	1,69
		1935-36	1,03	68	1,71	23	Nil	23	Nil	1	1,95
Jagadhri Light . . .	2' 0"	1934-35	5		5	8	Nil	8	Nil	..	13
		1935-36	4		4	8	Nil	8	Nil		12
Jessore-Jhenidah . . .	2' 6"	1934-35	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†
Jorhat (Provincial) . . .	2' 0"	1934-35	†	†	†	†	†	†	†	†	1,20
		1935-36	†	†	†	†	†	†	†	†	1,27
Kalighat-Falta . . .	2' 0"	1934-35	1,10	2	1,12	36	Nil	36	Nil	7	1,55
		1935-36	1,04	2	1,06	35	Nil	35	Nil	10	1,51
Kulasekarapatnam Light . . .	2' 0"	1934-35	47	..	47	27	Nil	27	Nil	Nil	74
		1935-36	44		44	26	Nil	26	Nil	Nil	70
Matheran Light . . .	2' 0"	1934-35	61	13	74	*14	*Nil	14	Nil	Nil	88
		1935-36	61	11	72	10	Nil	10	Nil	3	85
Porbandar State . . .	3' 3½"	1934-35	1,23	14	1,37	1,34	4	1,38	9	48	3,32
		1935-36	1,27	12	1,39	1,30	7	1,37	12	62	3,50
Tezpur-Balipara Light . . .	2' 6"	1934-35	55	11	66	79	Nil	79	1	7	1,53
		1935-36	56	12	68	75	Nil	75	1	8	1,52
Trivellore Light . . .	2' 0"	1934-35	1	†	1	†	†	†	†	†	1
		1935-36	2	†	2	†	†	†	†	†	2
Udaipur-Chitorgarh . . .	3' 3½"	1934-35	4,41	61	4,02	1,83	2	1,90	3	7	6,02
		1935-36	4,10	41	4,51	2,06	2	2,08	3	7	6,69
Total Class III Railways . . .		1934-35	32,33	2,64	34,97	*19,15	*22	19,37	25	1,52	57,31
		1935-36	32,23	2,77	35,00	18,53	35	18,88	27	1,53	56,95
Other items not included in the preceding heads.‡		1934-35	..	..	..	..	..	..	..	..	—82
		1935-36	..	..	..	..	..	..	..	..	—83
GRAND TOTAL . . .	..	1934-35	(a) 30,34,97	(a) 5,25,04	35,52,36	(a) *61,34,53	(a) *39,01	64,56,80	10,12	2,61,41	1,02,81,07
		1935-36	(a) 30,55,08	(a) 5,37,23	35,85,12	(a) 64,68,93	(a) 37,59	64,88,48	9,63	3,00,50	1,03,84,17

† Information not furnished.

(a) Includes refunds in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

‡ For details see foot-note in statement No. 6 for the year concerned.

§ Figures not available.

* Revised.

7.—Details of Working Expenses of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Ra.	Per cent. of gross earnings	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3½"	1934-35 .	42,10	21.92	31,21	16.25	11,81	6.15	..	.
		1935-36 .	29,44	17.14	28,71	16.72	11,32	6.59	.	.
Bengal and North-Western	3' 3½"	1934-35 .	43,82	12.65	40,87	11.80	11,16	3.31	.	.
		1935-36 .	45,12	12.67	(a)45,18	12.68	(b)13,58	3.81	.	.
Bengal-Nagpur	5' 6"	1934-35 .	1,14,79	14.67	1,46,62	18.74	86,24	11.02	..	.
		1935-36	1,85,00	10.08	1,52,31	18.06	77,46	9.18	.	.
	2' 6"	1934-35 .	11,30	34.54	11,78	36.00	4,45	13.60	..	..
		1935-36 .	1,8,98	27.94	11,77	36.62	5,04	15.68	.	..
Bombay, Baroda and Central India.	5' 6"	1934-35 .	84,72	12.76	1,02,69	15.47	57,11	8.60	31,72	4.78
		1935-36	41,52	6.13	92,58	13.67	39,78	5.87	30,11	4.44
	3' 3½"	1934-35 .	48,04	9.56	94,88	18.89	37,15	7.40	10,24	2.04
		1935-36 .	32,88	6.48	90,82	17.90	28,85	5.68	9,89	1.95
	2' 6"	1934-35 .	2,05	20.94	2,86	29.21	68	6.89	12	1.22
		1935-36 .	1,74	17.01	2,86	27.97	1,08	10.60	8	0.82
Burma	3' 3½"	1934-35	91,08	24.07	80,81	21.36	30,62	8.09	.	.
		1935-36 .	51,39	14.22	73,79	20.40	18,57	5.14	.	.
Eastern Bengal	5' 6"	1934-35 .	81,26	21.60	73,75	19.69	41,66	11.10	.	.
		1935-36	51,14	14.60	68,73	19.60	29,40	8.38	.	.
	3' 3½"	1934-35 .	38,10	21.20	34,30	18.90	22,99	12.70	.	.
		1935-36 .	20,67	10.80	30,83	16.10	15,34	7.99	.	.
	2' 6"	1934-35 .	44	33.70	53	41.20	22	17.40	.	.
		1935-36 .	21	17.30	45	37.40	9	7.82	.	.
East Indian	5' 6"	1934-35 .	2,61,90	13.87	3,21,85	17.05	1,94,21	10.29	.	.
		1935-36	1,35,30	7.17	2,78,17	14.75	1,24,46	6.60	.	.
Great Indian Peninsula	5' 6"†	1934-35 .	2,10,92	16.64	2,32,75	18.37	1,24,10	9.79	95,31	7.52
		1935-36	1,05,07	8.01	2,04,75	15.61	81,57	6.22	73,58	5.61
	2' 6"†	1934-35 .	85	11.08	1,44	18.78	54	6.95	..	..
		1935-36 .	91	11.49	1,55	19.67	43	5.48	..	..
Jodhpur	3' 3½"	1934-35	12,42	11.60	15,78	14.73	5,57	5.20	..	..
		1935-36 .	8,91	7.84	16,78	14.75	5,47	4.81	..	.

† Including Darwha Pusad Railway (2' 6" Gauge).

‡ Excluding Darwha Pusad Railway.

system for the years 1934-35 and 1935-36. (In thousands of rupees.)

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department		Expenses of General Departments		Miscellaneous Expenses		* Replacement and Renewal ‡ Appropriation to Depreciation Reserve fund		Total Working Expenses.		Railway System.
Rs	Per cent of gross earnings	Rs	Per cent. of gross earnings	Rs	Per cent of gross earnings	Rs	Per cent of gross earnings	Rs	Per cent of gross earnings	Rs	Per cent of gross earnings	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
7,54	3.92	22,53	11.73	12,01	6.25	3,90	4.63	**	**	1,36,10	70.85	} Assam-Bengal.
5,15	3.00	24,27	14.14	12,06	7.02	8,32	4.84	20,27	11.80	1,39,54	81.25	
7,72	2.23	29,61	8.55	15,13	4.37	9,44	2.72	**	**	1,58,05	45.63	} Bengal and North Western.
7,99	2.24	(c) 32,47	9.12	(d) 16,20	4.55	(e) 6,70	1.88	**	**	†† 1,67,24	46.95	
7,00	0.90	94,69	12.11	42,95	5.49	11,71	5.72	**	**	5,37,00	68.65	} Bengal-Nagpur.
6,80	0.81	99,81	11.83	46,20	5.48	46,29	5.49	¶ 55,08	6.53	5,68,95	67.46	
.		6,49	19.35	3,17	9.70	1,31	3.99	**	**	38,50	117.68	
..		7,08	22.03	3,17	9.85	1,49	4.66	¶ 3,32	10.32	40,85	127.10	
.		69,23	10.13	28,13	4.23	26,82	4.01	**	**	4,00,42	60.31	} Bombay, Baroda and Central India.
.		69,51	10.27	28,70	4.24	26,92	3.98	46,05	6.79	3,75,17	55.39	
.		42,24	8.41	23,61	4.70	17,61	3.51	**	**	2,73,80	54.51	
..		42,57	8.39	24,08	4.74	17,58	3.46	33,50	6.60	2,80,17	55.20	
.		1,19	12.22	56	5.81	18	1.87	**	**	7,64	78.16	} Burma.
.		1,31	12.76	52	5.06	19	1.89	17	1.66	7,95	77.77	
2,63	0.70	43,15	11.41	18,16	4.80	18,67	4.93	**	**	2,85,12	75.36	
1,52	0.42	43,64	12.07	18,64	5.16	17,43	4.82	58,38	16.15	2,83,36	78.38	
.		52,87	14.10	24,17	6.41	23,44	6.24	**	**	2,97,15	79.10	} Eastern Bengal.
.		56,42	16.10	24,60	7.01	23,35	6.66	56,19	16.00	3,09,83	88.30	
5,06	2.79	27,62	15.20	9,40	5.18	9,22	5.09	**	**	1,46,99	81.10	
3,63	1.89	26,21	13.60	9,57	4.98	10,77	5.61	28,86	15.00	1,45,88	76.00	
..	.	22	16.90	7	5.42	5	3.75	**	**	1,53	118.40	} East India.
..	.	21	17.90	6	5.10	5	4.13	12	9.90	1,19	99.60	
1,59	0.08	2,32,44	12.31	80,80	4.28	87,97	1.66	**	**	11,80,76	62.54	
1,62	0.09	2,31,12	12.25	79,96	4.24	89,50	4.74	2,40,18	12.73	11,80,31	62.57	
..	.	1,30,42	10.29	61,76	4.87	60,08	4.74	**	**	9,15,34	72.22	} Great Indian Peninsula.
..	..	1,33,36	10.17	61,08	4.66	57,49	4.38	2,02,09	15.40	9,18,99	70.06	
..	..	51	6.60	4	0.66	8	0.93	**	**	3,46	45.90	
..	..	53	6.69	6	0.74	8	0.93			3,56	45.00	
..		9,44	8.81	5,78	5.40	6,61	6.17	**	**	55,60	51.91	} Jodhpur.
..	..	9,85	8.66	6,38	5.61	6,58	5.78	10,12	8.89	64,09	56.34	

* In the case of Company managed Railways

‡ In the case of State managed Railways

** Included in the respective heads

¶ Renewals of 'non-wasting assets' Rs 1,53,088 (B G Rs 1,42,149 and N G Rs 10,939) are included under Replacements and Renewals

†† Includes credits received for working the link, (Rs 3,94,673.)

(a) Includes credits received for working the link, (Rs. 2,02,270.)

(b) Includes credits received for working the link, (Rs. 44,401.)

(c) Includes credits received for working the link, (Rs. 59,201.)

(d) Includes credits received for working the link, (Rs. 39,467.)

(e) Includes credits received for working the link, (Rs. 49,334.)

7.—Details of Working Expenses of each Railway

Railway System.	Gauge	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Services Department.		
			Rs.	Per cent of gross earnings	Rs	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
1	2	3	4	5	6	7	8	9	10	11	
CLASS I—concd.											
Madras and Southern Mahratta.	5' 6"	1934-35 .	52,52	12.20	87,67	20.40	43,29	10.10	.	.	
		1935-36	30,64	7.24	83,97	19.83	25,57	6.04	..	.	
	3' 3½"	1934-35 .	43,32	13.30	62,57	19.20	16,56	5.07	..	.	
		1935-36 .	32,32	10.23	61,26	19.39	13,21	4.18	..	.	
Nizam's State	5' 6"	1934-35 .	16,75	12.09	20,42	14.74	8,66	6.26	.	..	
		1935-36 .	11,11	8.15	17,87	13.11	6,78	4.97	.	.	
	3' 3½"	1934-35 .	12,14	16.09	13,79	18.26	5,46	7.23	.	..	
		1935-36 .	9,71	12.88	12,73	16.84	4,12	5.45	.	.	
North Western (Commercial).	5' 6"	1934-35 .	2,74,44	19.21	3,02,13	21.14	1,42,30	9.96	..	.	
		1935-36 .	1,24,28	8.38	2,65,12	17.88	99,62	6.72	..	..
	2' 6"	1934-35 .	13,73	48.31	14,63	51.47	4,99	17.57	.	.	
		1935-36	7,33	25.87	12,35	43.61	4,64	16.38	.	..	
North Western (Military)	5' 6"	1934-35 .	56,65	46.46	56,22	46.11	19,74	16.19	.	..	
		1935-36 .	35,45	27.47	49,67	38.49	11,90	9.22	..	..
	2' 6"	1934-35 .	8,77	183.65	4,82	100.79	1,68	35.10	.	..	
		1935-36 .	4,94	87.81	4,15	73.85	1,08	19.26	.	.	
North Western (Total)	..	1934-35	3,53,59	22.33	3,77,80	23.86	1,68,71	10.65	..	.	
		1935-36 .	1,72,00	10.45	3,31,29	20.13	1,17,24	7.12	..	..
Rohilkund and Kumaon .	3' 3½"	1934-35 .	8,29	11.87	9,39	13.46	4,36	6.24	..	..
		1935-36 .	5,76	8.18	9,60	13.64	2,81	3.99	..	..
South Indian	5' 6"	1934-35 .	†	†	†	†	†	†	..	—	
		1935-36 .	†	†	†	†	†	†	..	..
	3' 3½"	1934-35 .	†68,80	†12.46	†1,08,41	†19.63	†30,95	†5.60	3,95	0.72	
		1935-36 .	†48,76	†9.24	†1,09,81	†20.81	†23,09	†4.38	4,17	0.79	
	2' 6"	1934-35 .	†	†	†	†	†	†	..	..
		1935-36 .	†	†	†	†	†	†	..	..
	TOTAL CLASS I RAILWAYS	.	1934-35 .	15,99,50	16.14	18,72,17	18.88	9,06,80	9.14	1,41,34	1.43
			1935-36 .	9,28,61	9.27	17,25,81	17.23	6,45,26	6.44	1,17,83	1.18

† Included with 3' 3½" gauge.

‡ Includes 5' 6" and 2' 6" Gauges.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments		Miscellaneous Expenses.		*Replacement and Renewal §Appropriation to Depreciation Reserve Fund		Total Working Expenses.		Railway System.
Rs.	Per cent of gross earnings.	Rs.	Per cent of gross earnings	Rs.	Per cent of gross earnings	Rs.	Per cent of gross earnings	Rs.	Per cent of gross earnings	Rs.	Per cent of gross earnings	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I—concl.
.	..	35,49	8.25	20,56	4.78	20,73	4.82	**	**	2,60,26	60.50	} Madras and Southern Mahratta.
..	..	38,94	9.20	21,60	5.10	20,98	4.96	37,77	8.92	2,59,47	61.29	
5,15	1.53	30,46	9.32	16,90	5.17	13,04	4.00	**	**	¶1,88,00	57.60	
4,87	1.54	32,59	10.31	17,21	5.45	12,81	4.05	22,60	7.15	¶1,96,87	62.30	
..	..	10,98	7.93	8,26	5.96	1,54	3.28	**	**	69,61	50.26	} Nizam's State.
..	.	10,51	7.71	8,39	6.15	5,67	4.16	9,63	7.07	69,96	51.32	
..	..	8,00	10.59	7,17	9.50	3,30	4.38	**	**	49,86	66.05	
..	..	8,06	10.67	7,15	9.45	4,15	5.49	5,17	6.84	51,12	67.61	
.		1,54,75	10.83	71,69	5.02	56,27	3.94	**	**	10,01,58	70.10	} North Western (Commercial).
.	.	1,57,79	10.64	71,82	4.84	55,51	3.74	1,76,54	11.91	9,50,68	64.11	
34	1.20	5,67	19.94	1,59	5.60	2,05	7.20	**	**	43,00	151.29	
..	..	5,94	20.97	1,68	5.94	1,46	5.17	11,42	40.34	44,82	158.28	
..	..	19,78	16.23	11,59	9.50	7,15	5.87	**	**	1,71,13	140.36	} North Western (Military).
..	..	20,12	15.59	11,72	9.09	7,56	5.85	52,40	40.60	1,88,82	146.31	
7	1.41	1,95	40.76	90	18.92	47	9.86	**	**	18,66	390.49	
		2,11	37.38	92	16.28	42	7.47	4,38	77.84	18,00	319.89	
41	0.02	1,82,15	11.50	85,77	5.42	65,94	4.16	**	**	12,31,37	77.94	} North Western (Total).
		1,85,96	11.30	86,14	5.23	64,95	3.95	2,44,74	14.87	12,02,32	73.05	
..	..	4,48	6.42	4,02	5.75	1,79	2.57	**	**	32,33	46.31	} Rohilkund and Kumaon.
.	..	4,87	6.92	4,38	6.23	80	1.14	3,41	4.85	31,63	44.95	
†	†	†	†	†	†	†	†	**	**	92,15	53.80	} South Indian.
†	†	†	†	†	†	†	†	†	†	1,01,51	55.74	
‡3,12	‡0.56	‡49,83	‡9.02	‡29,99	‡5.43	‡27,03	‡4.89	**	**	2,26,17	59.71	
‡2,97	‡0.56	‡49,99	‡9.48	‡30,76	‡5.83	‡27,65	‡5.24	‡41.76	‡7.91	2,33,67	68.01	
†	†	†	†	†	†	†	†	**	**	3,76	165.00	
†	†	†	†	†	†	†	†	†	†	3,78	190.91	
40,22	0.41	10,84,04	10.94	4,98,41	5.03	4,51,49	4.55	**	**	65,93,97	66.52	} TOTAL CLASS I RAILWAYS.
34,55	0.34	11,09,28	11.07	5,06,91	5.06	4,49,75	4.49	11,19,41	11.17	66,37,41	66.25	

* In the case of Company managed railways.

§ In the case of State managed railways.

† Included with 3' 3½" gauge

‡ Includes 5' 6" and 2' 6" gauges.

** Included in the respective heads.

¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department	
			Rs	Per cent. of gross earnings	Rs	Per cent. of gross earnings	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barai Light . . .	2' 6"	1934-35 .	1,48	8 20	3,56	19 66	92	5 08	..	.
		1935-36 .	1,61	8 36	3,49	18.12	83	4 31	..	.
Bengal Dooars . . .	3' 3½"	1934-35 .	3,82	18 57	2,14	10 40	74	3.64	..	.
		1935-36 .	3,56	19.21	2,07	11.17	75	4.05	..	..
Bhavnagar State . . .	3' 3½"	1934-35 .	3,15	8.68	5,70	15.74	1,76	4 86	..	..
		1935-36 .	4,37	12 70	6,51	18.95	1,59	4.62	..	..
Bikaner State . . .	3' 3½"	1934-35 .	5,56	11 33	8,99	23 16	2,67	6.88	..	.
		1935-36 .	6,56	16.78	9,55	24.44	3,59	9.19	..	..
Darjeeling-Himalayan§ .	2' 0"	1934-35 .	2,01	11.65	3,42	19.81	1,26	7.30	..	..
		1935-36 .	2,18	12.24	3,57	20 04	1,42	7.97	..	..
Dibru-Sadiya . . .	3' 3½"	1934-35 .	2,57	12.25	3,99	19 01	2,87	13.67	..	..
		1935-36 .	2,17	10 70	4,09	20.17	2,62	12.92	..	..
Gaekwar's Baroda State.	3' 3½"	1934-35 .	3,34	14 32	4,89	20.97	1,10	4.69	..	..
		1935-36 .	3,83	16 61	4,62	20 01	1,27	5 50	..	..
	2' 6"	1934-35 .	5,68	25.12	4,70	20 79	1,76	7.78	..	.
		1935-36 .	5,59	24.93	4,25	18 98	2,02	9.02	..	.
Gondal . . .	3' 3½"	1934-35 .	2,13	8.81	3,94	16.35	1,31	5.43	..	..
		1935-36 .	2,14	9.72	4,00	18 16	1,58	7 20	..	..
Jamnagar Dwarka . . .	3' 3½"	1934-35 .	1,56	10.43	2,91	19.52	1,07	7.20	..	.
		1935-36 .	1,50	10 17	2,68	18 10	71	4 83	..	.
Junagad State . . .	3' 3½"	1934-35 .	2,59	15.38	2,76	16 34	97	5.72	..	..
		1935-36 .	2,69	16 08	3,22	19.23	1,11	6.63	..	..
Morvi . . .	3' 3½"	1934-35 .	1,11	6.15	3,19	17.78	61	3 39	..	.
		1935-36 .	3,32	17.67	3,21	17 07	72	3.83	..	..
Mysore . . .	3' 3½"	1934-35 .	4,66	16.44	10,71	37.78	2,12	7.46	..	..
		1935-36 .	4,81	16 48	9,92	34.06	2,01	6.88	..	.
	2' 6"	1934-35 .	48	16.60	1,11	37.55	22	7.46	..	..
		1935-36 .	51	15.70	1,04	32.52	20	6.49	..	.
	2' 0"	1934-35 .	6	12.80	13	29.86	3	5.61	..	..
		1935-36 .	9	18 90	19	38 56	4	7.58	..	..
Shahdara (Delhi) Saharapur Light.	2' 6"	1934-35 .	1 38	16.57	1,03	12.32	25	3.08	..	..
		1935-36 .	1,33	14.70	1,24	13.70	31	3.30	..	..
TOTAL CLASS II RAILWAYS		1934-35 .	41,58	13.33	63,17	20.26	19,66	6.30	..	—
		1935-36 .	46,26	14.97	63,65	20.60	20,77	6.72	..	—

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
 § Includes the Darjeeling Himalayan Extension Rly.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department		Expenses of General Departments		Miscellaneous Expenses		Total Working Expenses		Railway System
Rs	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	Rs	Per cent. of gross earnings	Rs	Per cent. of gross earnings	Rs.	Per cent. of gross earnings	
12	13	14	15	16	17	18	19	20	21	22
..	..	1,68	9.29	2,90	16.02	80	4.40	11,34	62.65	CLASS II.
..	..	1,60	8.31	2,97	15.43	85	4.38	11,35	58.91	} Barsi Light
19	0.92	2,21	10.71	2,12	10.30	66	3.20	11,88	57.77	} Bengal Dooars
21	1.13	2,16	11.66	2,13	11.50	84	4.53	11,72	63.25	
..	..	4,06	11.21	2,33	6.43	93	2.58	17,93	49.50	} Bhavnagar State
..	..	3,99	11.59	2,41	7.00	83	2.43	19,70	57.29	
..	..	3,70	9.53	2,61	6.73	1,40	3.61	24,93	64.24	} Bikaner State
..	..	3,92	10.03	2,68	6.86	1,36	3.48	27,66	70.78	
..	..	2,51	14.54	1,53	8.86	1,07	6.20	11,80	68.36	} Darjeeling Himalayan §
..	..	2,55	14.32	1,56	8.76	87	4.89	12,15	68.22	
..	..	1,93	9.19	1,53	7.29	8	0.38	12,97	61.79	} Dibru-Sadiya
..	..	2,10	10.36	1,56	7.69	9	0.44	12,63	62.28	
..	..	2,70	11.59	1,06	4.53	29	1.23	13,38	57.33	} Gackwar's Baroda State.
..	..	3,00	13.03	1,11	4.83	28	1.23	14,11	61.21	
..	..	3,02	13.35	1,50	6.61	39	1.72	17,05	75.37	
..	..	2,67	11.94	1,55	6.91	40	1.80	16,48	73.58	
..	..	2,28	9.46	1,10	4.59	38	1.57	11,14	46.21	} Gondal
..	..	2,42	10.97	1,05	4.76	34	1.56	11,53	52.37	
..	..	1,60	10.75	96	6.42	45	3.00	8,55	57.32	} Jamnagar & Warka.
..	..	1,46	9.88	95	6.40	59	4.03	7,89	53.41	
..	..	1,82	10.81	95	5.61	37	2.19	9,46	56.05	} Junagad State.
..	..	1,89	11.30	97	5.84	37	2.21	10,25	61.29	
..	..	1,86	10.36	75	4.17	2,32	12.88	9,84	54.73	} Morvi
..	..	1,89	10.07	83	4.44	54	2.85	10,51	55.93	
..	..	4,72	16.65	2,28	8.05	1,24	4.36	25,73	90.73	} Mysore.
..	..	4,49	15.40	2,36	8.09	1,34	4.64	24,93	85.55	
..	..	49	16.71	24	8.12	13	4.35	2,67	90.79	
..	..	50	15.67	26	8.12	15	4.62	2,66	83.12	
..	..	7	17.47	4	8.43	2	4.64	35	78.81	
..	..	8	15.76	4	7.97	2	4.59	46	93.36	
..	..	94	11.26	57	6.83	20	2.40	4,37	52.46	} Shahdara (Delhi) Saharanpur Light
..	..	96	10.60	56	6.20	23	2.60	4,63	51.10	
19	0.06	35,59	11.41	22,47	7.21	10,73	3.45	1,93,39	62.02	} TOTAL CLASS II RAILWAYS
21	0.07	35,68	11.55	22,99	7.44	9,10	2.94	1,98,66	64.29	

H10R Accts.

§ Includes the Darjeeling Himalayan Extension Railway.

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7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural works		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2' 6"	{ 1934-35 . 1935-36 .	25 22	23·60 25·12	24 25	21·93 28·63
Arrah-Sasaram Light	2' 6"	{ 1934-35 . 1935-36 .	†74 79	†20·93 22 30	†85 71	†24·11 19·80
Bankura-Damoodar River	2' 6"	{ 1934-35 . 1935-36 .	36 51	27·34 46·19	39 40	29·45 35·97
Baraset-Basirhat Light	2' 6"	{ 1934-35 . 1935-36 .	97 1,20	19·47 22·04	1,39 1,47	27·88 26·93
Bengal Provincial	2' 6"	{ 1934-35 . 1935-36 .	22 19	20·46 22·23	36 32	33·07 37·56
Bukhtiarpur-Bihar Light	2' 6"	{ 1934-35 . 1935-36 .	47 51	15·50 20·10	64 58	20·80 22·50
Burdwan-Katwa	2' 6"	{ 1934-35 . 1935-36 .	28 30	19·54 26 57	36 32	25·65 28·15
Cutch State	2' 6"	{ 1934-35 . 1935-36 .	28 33	14·02 14·85	61 63	30·30 29·52
Dehri-Rohtas Light	2' 6"	{ 1934-35 . 1935-36 .	27 22	11·58 11·86	58 56	24·73 29 84
Dholpur State	2' 6"	{ 1934-35 . 1935-36 .	17 24	9·50 13·93	49 62	28·01 35·70
Futwah-Islampur	2' 6"	{ 1934-35 . 1935-36 .	31 34	24·90 31·10	23 26	18·53 23·80

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

† Revised figures for the year 1934-35 substituted in place of those for 1933-34 adopted in the last report as these figures were not available then.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses		Railway System.
Ra.	Per cent of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	
								Class III.
23	21.42	17	16.38	2	1.83	91	85.16	} Ahmadpur-Katwa.
18	20.43	18	20.03	2	2.04	85	96.25	
†47	†13.27	†33	†9.22	†8	†2.23	†2.47	69.76	} Arrah-Sasaram Light
48	13.50	33	9.20	8	2.40	2.39	67.20	
24	17.83	28	21.04	4	2.63	1.31	98.29	} Bankura-Damoodar River
23	20.34	29	25.76	3	3.02	1.46	131.28	
1,03	20.81	45	9.14	17	3.40	4.01	80.70	} Baraset-Basirhat Light
1,06	19.32	45	8.20	16	3.02	4.34	79.51	
23	20.75	18	16.52	2	1.56	1.01	92.36	} Bengal Provincial
19	22.75	17	19.42	2	1.88	89	103.84	
42	13.90	30	9.70	6	2.00	1.89	61.90	} Bukhtiarpur-Bihar Light.
42	16.30	30	11.60	6	2.30	1.87	72.80	
28	19.53	22	15.23	3	2.22	1.17	82.17	} Burdwan-Katwa.
26	23.18	22	19.53	3	2.50	1.13	99.93	
20	10.15	19	9.36	1	0.26	1.29	64.09	} Cutch State
22	9.84	18	7.87	..	0.08	1.36	61.16	
17	7.45	24	10.40	3	1.38	1.29	55.59	} Dehri-Rohtas Light
17	9.25	25	13.04	5	2.41	1.25	66.40	
17	9.89	16	9.05	1	0.59	1.00	57.04	} Dholpur-State.
17	9.52	17	9.63	1	0.61	1.21	69.39	
21	17.20	15	12.31	3	2.11	93	75.10	} Futwah-Islampur.
21	19.40	15	13.80	3	2.70	99	90.80	

7.—Details of Working Expenses* of each Railway

Railway System	Gauge	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotives Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—conold.						
Gwalior Light	2' 0"	{ 1934-35 1935-36	1,06 1,07	14·62 14 21	3,08 2,72	42·43 36·12
Howrah Amta Light	2' 0"	{ 1934-35 1935-36	1,42 1,47	15·39 16 74	2,36 2,28	25·59 25·92
Howrah-Sheakhala Light	2' 0"	{ 1934-35 1935-36	30 41	17 53 20 90	48 44	28·53 22·58
Jagadhri Light	2' 0"	{ 1934-35 1935-36	2 1	10 60 8 38	5 5	40·17 14·03
Jessore-Jhenidah	2' 6"	{ 1934-35 1935-36	§ §	§ §	§ §	§ §
Jorhat (Provincial)	2' 0"	{ 1934-35 1935-36	29 34	24 48 27 13	50 64	41·28 42·21
Kalighat-Falta	2' 6"	{ 1934-35 1935-36	32 33	20 72 21·94	64 62	41 45 40·71
Kulasekarapatnam Light	2' 0"	{ 1934-35 1935-36	23 21	31 06 29 83	37 30	51·12 43·17
Matheran Light	2' 0"	{ 1934-35 1935-36	12 14	13·64 16·47	25 22	28·40 25 88
Porbandar State	3' 3½"	{ 1934-35 1935-36	27 31	8·22 8 95	72 75	21·59 21·38
Tezporo-Balipara	2' 6"	{ 1934-35 1935-36	18 22	11 74 14 34	42 41	27·39 27·28
Trivellore Light	2' 0"	{ 1934-35 1935-36		0·50 4 22	1 2	74·70 76·77
Udaipur-Chitorgarh	3' 3½"	{ 1934-35 1935-36	1,21 1,01	20·21† 15 04	1,89 2,53	31·45† 37 78
TOTAL CLASS III RAILWAYS		{ 1934-35 1935-36	†9,74 10,37	†16·99 18·21	†16,91 17,00	†29 51 29·85

Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

§ Information not available.

† Revised figures.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—concid.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses		Total Working Expenses		Railway System.
Rs.	Per cent of gross earnings	Rs.	Per cent of gross earnings.	Rs.	Per cent of gross earnings	Rs.	Per cent of gross earnings	
8	9	10	11	12	13	14	15	
								CLASS III—concid.
73	10·10	71	9·77	40	5·60	5,98	82·52	} Gwalior Light.
75	9·96	62	8·23	42	5·58	5,58	74·10	
1,55	16·79	62	6·72	31	3·39	6,26	67·88	} Howrah Amta Light.
1,54	17·59	60	6·82	44	5·05	6,33	72·12	
38	22·53	23	13·78	7	4·23	1,46	86·60	} Howrah-Sheakhala Light.
40	20·23	23	11·98	11	5·53	1,59	81·31	
3	24·43	2	14·62		1·62	12	91·44	} Jagadhri Light.
4	29·12	2	16·34	..	1·85	12	99·72	
§	§	§	§	§	§	§	§	} Jessore-Jhenidah.
§	§	§	§	§	§	§	§	
42	34·89	12	10·41	5	4·09	1,38	115·15	} Morhat (Provincial).
45	35·06	12	9·88	3	2·54	1,48	116·82	
31	20·11	27	17·16	7	4·82	1,61	104·26	} Kalighat-Falta.
30	20·15	27	17·89	6	4·11	1,58	104·83	
13	17·25	3	4·21	.		76	103·64	} Kulasekrapatnam Light
15	20·70	3	4·74	.		69	98·41	
9	10·23	12	13·64	3	3·41	61	69·32	} Matheran Light.
9	10·59	12	14·12	1	1·17	58	68·23	
35	10·40	45	13·67	13	3·86	1,92	57·74	} Porbandar State.
37	10·50	43	12·23	10	2·87	1,96	55·93	
27	17·79	20	13·16	8	5·09	1,15	75·17	} Porpoore Balipura.
29	19·13	21	13·82	4	2·46	1,17	77·03	
1	99·70	..	45·50	1	46·70	3	267·10	} Tiruvellore Light
1	68·43	1	26·19		21·77	4	197·38	
56	†9·25	30	†5·01	17	†2·81	4,13	†68·75	} Udaipur-Chitorgarh.
69	10·24	34	5·16	15	2·25	4,72	70·47	
8,48	14·80	†5,74	†10·01	†1,82	†3·18	†42,69	†74·49	} TOTAL CLASS III RAILWAYS.
8,67	15·22	5,69	9·99	1,85	3·25	43,58	76·52	

STATISTICAL STATEMENTS.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1936.				TRACK MILEAGE OPEN ON 31st MARCH 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3' 3½"	1-7-95	1,131.43	.	.	1,131.43	1,131.43	227.38	19.10	1,377.91
	Chaparmukh-Silighat .	3' 3½"	30-3-20	50.81	..	..	50.81	50.81	3.60	..	54.41
	Katakhal Lalabazar .	3' 3½"	1-4-23	23.49	..	..	23.49	23.49	1.03	..	24.52
	Mymensingh-Bhairab Bazar	3' 3½"	20-6-17	100.68	..	.	100.68	100.68	18.57	0.36	119.61
	Total—1			1,306.41	..	..	1,306.41	1,306.41	250.58	19.46	1,576.45
2	Bengal and North Western—	3' 3½"	2-4-84	1,269.28		..	1,269.28	1,269.28	276.55	36.47	1,582.30
	Mashrak-Thawe .	3' 3½"	12-1-31	39.32			39.32	39.32	4.64	1.95	45.91
	Tirhoot	3' 3½"	1-11-75	791.62	10.05		801.67	811.72	197.57	20.66	1,029.95
	Total—2			2,100.22	10.05		2,110.27	2,120.32	478.76	59.08	2,658.16
3	Bengal-Nagpur—	5' 6"	27-11-88	2,157.20	254.84	.	2,412.10	2,666.94	639.83	153.52	3,460.29
	Central India Coal-fields	5' 6"	17-6-28	53.84		.	53.84	53.84	3.36	2.07	59.27
	Mayurbhanj . . .	2' 6"	20-1-05	70.64			70.64	70.64	3.61	0.10	74.35
	Parlakimedi Light	2' 6"	1-4-00	56.30			56.30	56.30	1.83	1.42	59.55
	Purulia-Ranchi . . .	3' 6"	15-11-07	116.54			116.54	116.54	11.17	0.05	127.76
	Raipur-Dhamtari . .	2' 6"	10-9-00	56.94			56.94	56.94	4.88	0.65	62.47
	Satpura	2' 6"	18-4-03	625.92	..	..	625.92	625.92	62.30	12.26	700.48
	Total—3			3,137.44	254.84	..	3,392.28	3,647.12	726.98	170.07	4,544.17

for the year 1935-36.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COM- MENCED. (a)		UNDER CONSTRUCTION. (b)			
		Section.	Miles.	Section	Miles.		
13	14	15	16	17	18	19	20
..	Stateline.	Assam Bengal—
..	} Branch lines under gua- rantee terms	Chaparmukh Silghat.
		Katakhal-Lalabazar.
.		Branch line under gua- rantee and rebate terms	Mymensingh-Bhairab Bazar.
		Total—1
..	Line subsidized by the Government of India *	Bengal and North Western—
	} State lines.	Mashrak-Thawe.
..		Tirhoot.
		Total—2.
..	State line.	Bengal Nagpur—
.	State line.	Central India Coal-fields.
..		Branch line under rebate terms.	Mayurbhanj.
..	Unassisted company's line	Parlakimedi Light
.	} State lines.	Purulia-Ranchi.
			Raipur Bhamfari.
..			Satpura
		Total—3.

*Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown. (b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

S.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5' 6"	10-2-60	775.03	240.83	*19.44	1,035.30	1,334.18	357.19	96.64	1,788.01
	Nagda-Ujjain	5' 6"	15-7-96	34.79	..	..	34.79	34.79	3.64	1.86	40.29
	Gackwar's Petlad	5' 6"	5-5-90	21.42	..	..	21.42	21.42	1.28	2.45	25.15
	Tarapur-Cambay State	5' 6"	20-6-01	12.35	..	..	12.35	12.35	1.48	2.33	16.16
	Tapti Valley	5' 6"	1-12-98	155.72	..	..	155.72	155.72	7.51	3.91	167.14
	Bombay, Baroda and Central India	3' 3½"	14-2-73	1,878.46	2.82	..	1,881.28	1,884.10	391.15	26.98	2,302.23
	Ahmedabad-Parantij	3' 3½"	1-5-97	88.71	..	..	88.73	88.73	8.70	1.49	98.92
	Dhrangadra	3' 3½"	1-6-98	40.28	..	..	40.28	40.28	5.24	13.29	58.81
	Jaipur State	3' 3½"	10-11-05	179.80	..	..	179.80	179.80	13.42	..	193.22
	Palanpur-Dessa	3' 3½"	8-11-93	17.11	..	..	17.11	17.11	1.47	..	18.68
	Bombay, Baroda and Central India.	2' 6"	23-11-14	72.28	..	..	72.28	72.28	4.90	3.50	80.68
	Champaner-Shivrajpur-Pant	2' 6"	2-2-11	30.68	..	..	30.68	30.68	3.90	3.07	37.65
	Godhra-Lunavada	2' 6"	4-2-13	25.49	..	..	25.49	25.49	1.80	0.85	28.14
	Nadiad-Kapadvanj	2' 6"	5-3-13	28.18	..	..	28.18	28.18	3.48	1.39	33.05
	Rajpura State	2' 6"	1-7-97	58.37	..	..	58.37	58.37	3.83	1.19	63.39
	Piplod-Davgad Baria	2' 6"	1-1-29	9.52	..	..	9.52	9.52	0.54	1.03	11.09
	Total—4			3,428.21	243.65	19.44	3,691.30	3,993.00	809.53	159.98	4,962.51
5	Burma	3' 3½"	1-5-77	1,853.04	206.85	..	2,059.89	2,266.74	460.30	136.00	2,863.04

* 0.25 miles treble and 19.18 miles quadruple.

for the year 1935-36—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COM- MENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	State line	Bombay, Baroda and Central India—
..		} Indian State lines	Nagda-Ujjain.
..			Gackwar's Petlad
..	.		.				Tarapur Cambay State.
..		Branch line under rebate terms	Tapti Valley.
.	State line	Bombay, Baroda and Central India —
..	.			..		Branch line under rebate terms.	Ahmedabad-Parantij
..	} Indian State lines.	Dhrangadra.
..		Jaipur State
..					Indian State line
..			State line	Bombay, Baroda and Central India
.	} Branch lines under re- bate terms.	Champaner Shivrajpur-Pant.
..		Godhra-Lunavada
..		Nadiad Kapadvanj.
..			} Indian State lines.	Rajpiper State
..			Piplod-Devgad Bara.
		Total—4.
..	State line	Eurma
		Total—5

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

RICRAccts

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1936.				TRACK MILEAGE OPEN ON 31st MARCH 1936.			
				Single line.	Double line	Treble lines, etc., as the case may be	Total	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal—	5' 6"	2-1-02	677.58	146.13	22.60 (quadruple).	846.31	1,060.24	483.06	40.28	1,583.58
	Sara-Sirajganj . . .	5' 6"	1-7-15	51.22	..	..	51.22	51.22	26.22	..	80.44
	Eastern Bengal . . .	3' 3½"	28-8-77	1,031.75	7.29	..	1,039.04	1,046.33	302.62	8.66	1,357.61
	Cooch Behar State	3' 3½"	15-9-93	33.09	..	..	33.09	33.09	2.42	..	35.51
	Eastern Bengal . . .	2' 6"	18-7-81	17.14	..	..	17.14	17.14	1.28	..	18.42
	Khulna Bagerhat . .	2' 6"	10-6-18	19.75	..	..	19.75	19.75	1.95	..	21.70
	Total—6			1,833.53	153.42	22.60	2,009.55	2,230.77	817.55	48.94	3,097.26
7	East Indian—	5' 6"	15-8-54	† 1,221.44	935.11	61.12	4,217.64	5,312.90	1,705.42	179.87	7,198.19
	Hardwar-Dehra	5' 6"	1-3-00	32.04	..	..	32.04	32.04	5.81	..	37.85
	South Bihar	5' 6"	5-7-90	75.82	..	..	75.82	75.82	6.27	..	82.09
	Cawnpore Burhwal link	3' 3½"	24-11-96	(a) 65.73	..	..	(a) 65.73	(a) 65.73	11.09	1.69	81.51
	Total—7 .			3,395.00	935.11	61.12	4,391.23	5,486.49	1,731.59	181.56	7,399.04
	Great Indian Peninsula (b)	5' 6"	18-4-53	2,367.37	775.52	32.74	3,165.63	4,039.37	911.00	188.31	5,138.68
	Bhopal Itarsi (Indian State Section)	5' 6"	1-11-84	56.64	..	..	56.64	56.64	22.62	1.55	80.81
	Bhopal Ujjain . . .	5' 6"	11-11-95	113.46	..	..	113.46	113.46	6.51	3.28	123.25
	Bina Coena-Baran . .	5' 6"	23-9-95	147.07	..	..	147.07	147.07	7.89	2.17	157.13
	Darwaha-Pusad . . .	2' 6"	15-12-31	42.80	..	..	42.80	42.80	2.34	0.36	45.50
	Dhond-Paramati . . .	2' 6"	20-5-14	27.30	..	..	27.30	27.30	1.19	0.50	28.99
	Ellichpur-Yotmal . .	2' 6"	1-12-13	117.81	..	..	117.81	117.81	5.77	2.64	126.22
	Pachora-Jamner . . .	2' 6"	1-4-18	34.62	..	..	34.62	34.62	1.07	0.89	37.48
	Pulgaon Arvi	2' 6"	25-9-17	21.83	..	..	21.83	21.83	1.13	0.24	23.20
	Total—8			2,918.90	775.52	32.74	3,727.16	4,600.90	960.45	199.04	5,761.29

† Includes 16.70 miles of mixed (5' 6" and 3' 3½") gauge line between Burhwal and Barabanki.

‡ 30.54 miles treble, 25.60 miles quadruple, 4.01 miles quintuple, 0.08 miles sextuple and 0.89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2.18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agia I elhi (Ford, Baran Kotah, Bhopal Itarsi (British section only, viz., 12.26 miles) and Cawnpore-Banda Railways.

for the year 1935-36—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936				Classification.	Name of railway
Section	Miles	SANCTIONED BUT NOT COMMENCED (c)		UNDER CONSTRUCTION (d)			
		Section	Miles.	Section	Miles.		
13	14	15	16	17	18	19	20
Extension of line to new Faridpur Station	1 54	..	..	..	..	State line	Eastern Bengal—
		..		..		Branch line under rebate terms	Sara Siragony
	..	.	..	..		State line	Eastern Bengal
	.	.		.		Indian State line.	Cooch Behar State
..	.	..	.	.	.	State line	Eastern Bengal
		..	.	..		Branch line under rebate terms	Khulna Pargahat
	1 54						Total—6
..		.	.	.		State line	East Indian—
.					.	Branch line under guarantee terms.	Hardwar Dehra
		.	.	.		State line §	South Bihar
				.		State line, ||	Cawnpore Buxwal link.
					..		Total—7
				..		State line	Great Indian Peninsula (b)—
	..	..	.	..	..	} Indian State lines	Bhopal Itarsi (Indian State Section)
	..	.		..			Bhopal Ujjain
	..	..		.			Bin : Gonda Baran
	..	..				State line	Darwaha Pusa
.	.	..				} Branch lines under rebate terms	Dhond-Baramati.
..	.	..					Bilaspur-Yeastmal.
..	.	..					Pichora Jamner.
.		..	.		.		Pulgaon Arvi
	..		.				Total—8

§ Although a leased line, it is for convenience treated as a State line.

|| Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1936 (TRACK MILEAGE OPEN ON 31ST MARCH 1936.							
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur —	3' 3½"	24-8-82	767·05	..	..	767 05	767 05	103·89	13 26	884 20
	Jodhpur Hyderabad (British Section)	3' 3½"	18-8-02	238·52	..	..	238·52	238 52	46 01	4 94	289·47
	Mirpur Khas-Khadro . . .	3' 3½"	1 1-12	49 50	..	.	49 50	49 50	3 49	1 50	54 49
	Total—9			1,055 07	..	.	1,055 07	1,055 07	153·39	19 70	1,228 16
10	Madras and Southern Mahratta—	5' 6"	1-7-56	1,067 22	48·17	3 71 (Quadruple).	1,119 10	1,178 40	331 64	10 10	1,520·14
	Kolar Gold-fields (M. S. Ry.)	5' 6"	1-6-04	9·88	..	.	9 88	9 88	2 68	3·10	15·66
	Tenali-Repalle	5' 6"	18-3-16	21·41	..	.	21 41	21 41	1 28		22·69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,660 18	1·15	.	1,660 33	1,661·48	248·38	4·40	1,914·26
	Alnavar-Dandeli (Provincial)	3' 3½"	1-2-19	19 12	..		19 12	19·12	1·96		21·08
	Bangalore-Harihar (M. S. Ry.)	3' 3½"	11-8-84	210 49	..	..	210 49	210 49	30 02		240 51
	Bezwada-Masulipatam	3' 3½"	4-2-08	51 80	..	..	51 80	51·80	8·96	0·17	60·93
	Hindupur (Yosvantpur Mysore Frontier), (M. S. Ry.)	3' 3½"	15-12-92	51·19	..	..	51 19	51 19	1·13	.	55·32
	Kolhapur State	3' 3½"	21-4-91	29·27	..	.	29·27	29·27	1 89	.	31·16
	Sangli State	3' 3½"	1-4-07	4 90	..	..	4 90	4 90	0·42	.	5·32
	West of India Portuguese .	3' 3½"	17-1-87	51·04	..	..	51·04	51 04	22·13	1 58	74·75
	Total—10			3,175·50	49·32	3·71	3,228·53	3,288·98	653·49	19·35	3,961·82
11	Nizam's State—	5' 6"	9-10-74	330 18	..	..	330 18	330·18	64·16	11·61	405·95
	Bezwada Extension	5' 6"	10 2-89	21 47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5' 6"	1-2-24	145 69	..	..	145·69	145·69	5 30	2 79	153·78
	Karipalli-Kothagudem . . .	5' 6"	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar	5' 6"	14-1-30 1-7-32	166 25	..	..	166 25	166 25	12 32	..	178·57
	Hingoli Branch	3' 3½"	15-5-12	50·31	..	..	50·31	50·31	0·88	.	51·19
	Hyderabad-Godavari Valley .	3' 3½"	21-10-99	377·11	8·54	..	385·05	394·19	62·34	2 22	458·75
	Parbhani-Purh	3' 3½"	10-10-20	39·44	..	..	39 44	39·44	2 08	..	41 52
	Secunderabad British Frontier	3' 3½"	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam Kurnool	3' 3½"	1-1-09	36 28	..	..	36 28	36 28	3·41	..	39·69
	Total—11			1,330·05	17·82	..	1,347·87	1,365·69	169·32	16·67	1,551·68

*Includes 2 53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.

for the year 1935-36—contd.
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification	Name of Railway.	
Section.	Miles.	SANCTIONED BUT NOT COM- MENCED. (c)		UNDER CONSTRUCTION (d)				
		Section	Miles.	Section	Miles			
13	14	15	16	17	18	19	20	
Marwar Junction to Phulad.	15.69		..	..	..	λ	Jodhpur—
Jhudo-Pithoro	64.11		State line.	Jodhpur Hyderabad (British Section).
..				Line subsidized by the Government of India (a)	Mirpur Khas Khadro.
	79.80		.		.		Total—9	
..	State line	Madras and Southern Maharatta—	
..	Indian State line	Kolar Gold-fields (M. S. Ry.)	
..	.				.	District Board line	Tondiarpet	
..	} State lines.	Madras and Southern Maharatta.	
		Alwar-Dandeli (Provin- cial)	
		Bangalore-Haridwar (b) (M. S. Ry.)	
	District Board line.	Bezwada Masulipatam.	
..	State line.	(b) Hindupur (Yesvantpur Mysore Frontier) (M. S. Ry.)	
.	} Indian State lines	Kolhapur State.	
		Singli State	
..	Foreign line.	West of India Portuguese.	
		Total—10.	
..	Indian State line.	Nizam's State—	
..	State line	Bezwada Extension.	
.	} Indian State line	Kazipet-Balkrishnah.	
..		Karimnagar-Kothagudem.	
..		Vikarabad-Bidar.	
	} Indian State line	Hingoli Branch.	
..		Hyderabad-Godavari Val- ley	
..		Parbhani-Purli.	
..	} State line	Secunderabad-British Frontier	
		Dronachellam Kurnool.	
				Total 11	

(a) Receive land only from Government.

(b) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Ry. they are treated as State lines.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8—*Mileage Statement*
CLASS I

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1936.				TRACK MILEAGE OPEN ON 31st MARCH 1936.			
				Single line	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5' 6"	13-5-61	4,716.66	885.03	..	5,601.69	6,486.72	1,817.32	68.86	8,372.90 (a)
	Shahdara Narowal . . .	5' 6"	21-12-26	48.33	..	.	48.33	48.33	1.49	..	49.82
	Bahawalnagar-Fort Abbas-Kut-Al-Imara	5' 6"	4-4-28	151.51	..	..	151.51	151.51	7.55	.	159.06
	Jind-Panipat (Indian State Section).	5' 6"	1-11-16	25.94	..	..	25.94	25.94	2.30		28.24
	Jullundur Mukerla . . .	5' 6"	1-1-15	45.08	..	..	45.08	45.08	3.77	.	48.85
	Phagwara Rahon (including Jaijon Extension).	5' 6"	1-4-15	46.03	..	..	46.03	46.03	5.62		51.65
	Jammu-Kashmir (Indian State Section)	5' 6"	15-3-00	15.86	..	..	15.86	15.86	3.45	0.36	19.67
	Khanpur-Chachrao . . .	5' 6"	2-7-11	21.98	..	..	21.98	21.98	2.50		24.48
	Ludhiana-Dhuri-Jakhal . . .	5' 6"	10-4-01	78.58	..	.	78.58	78.58	6.19	.	84.77
	Mandla-Bhaun . . .	5' 6"	1-5-15	46.68	.	.	46.68	46.68	3.61		50.29
	Rajpura Bhutinda . . .	5' 6"	1-11-84	107.78	..	..	107.78	107.78	20.61	..	128.39
	Salakot Narowal . . .	5' 6"	10-11-15	38.70		.	38.70	38.70	5.98		44.68
	Sirhind Rupar . . .	5' 6"	26-2-28	30.96	.	.	30.96	30.96	4.60	..	35.56
	Jacobabad-Kashmor . . .	2' 6"	1-12-14	76.46	..	..	76.46	76.46	4.19		80.65
	Kalka Simla . . .	2' 6"	9-11-03	59.93	..	..	59.93	56.93	10.23	..	70.16
	Kangra Valley . . .	2' 6"	1-12-28	102.99	..	.	102.99	102.99	9.93		112.92
	Zhob Valley (Fort—Sundeman Khanai)	2' 6"	1-1-21	173.84	..	.	173.84	173.84	14.19	16.69	204.72
	Kohat Thal . . .	2' 6"	1-4-03	61.86	.	..	61.86	61.86	10.34	.	72.20
	Larkana Jacobabad . . .	2' 6"	16-2-22	53.22	..	.	53.22	53.22	3.39	..	56.61
	Mari Indus (Kalabagh-Banno and Laki-Pozu Tank-Manra)	2' 6"	15-6-13	157.48		.	157.48	157.48	19.00	8.11	184.59
	Total—12			6,059.87	885.03	.	6,944.90	7,829.93	1,956.26	94.02	9,880.21

(a) Nok Kundi—Zalidan (137.28 miles, single line and 13.83 miles sidings) and Landi Kotal—Landi Khana (5 miles, single line and 1.17 miles sidings) sections closed to traffic, not included.

for the year 1935-36—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936				Classification	Name of Railway
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
.	} State line	North Western —
..		
.		} Branch line under guarantee terms with the Punjab Govt.	Shahdara Narowal
					
						} Indian State lines.	Bhawalnagar Fort-Abbas-Kut-Al-Imara
							Jind Panipat (Indian State Section)
						} Branch lines under rebate terms	Jullundur-Mukerian
					.		Phagwara Ration (including Jajjon Extension).
					..	} Indian State lines.	Jammu Kashmir (Indian State Section).
					Khanpur-Chachian.
						} Branch line under rebate terms.	Ludhiana Dhuri-Jakhal.
				.	.		Mandla Bhavn.
				..	.	} Indian State line.	Rajpura Bhatinda.
.		Stalkot Narowal.
.	.			.	.	} Branch line under rebate terms	Sirhind-Rupar.
				.	.		Jacobabad Kashmir
..				.	..	} State line.	Kalka Simla.
.		Kangra Valley.
.	} Under guarantee terms with the Punjab Government.	Zhob Valley.
.		Kohat Thal.
.	} Branch line under rebate terms	Larkana-Jacobabad.
		Man Indus (Kalabagh Banno) and Laki-Pozu, Tank-Manzai
	..				.	} State line.	Total—12

(a) Lines sanctioned for construction.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1936.				TRACK MILEAGE OPEN ON 31st MARCH 1936.			
				Single line.	Double line	Treble lines, etc., as the case may be.	Total.	Running track.	Transpor- tation sidings.	Com- mercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Robilkund and Kumason—	3' 3½"	12-10-84	258.72	..	..	258.72	258.72	35.63	3.85	298.20
	Lucknow Bareilly	3' 3½"	12-10-84	310.90	1.16	..	312.06	313.22	62.71	12.15	388.08
	Total—13			569.62	1.16	..	570.78	571.94	98.34	16.00	686.28
14	South Indian —	5' 6"	23-5-60	599.14	.	.	599.14	599.14	136.70	2.41	738.25
	Shoranur Cochin	5' 6"	**24-10-34	65.01	..	.	65.01	65.01	11.68	*0.82	*77.51
	South Indian	3' 3½"	15-7-61	1,486.30	4.84	15.55	1,506.69	1,542.63	316.15	16.69	1,875.47
	Nilgiri	3' 3½"	15-6-99	28.96	.	..	28.96	28.96	4.65	.	33.61
	Peralam-Karaikkal	3' 3½"	14-3-98	14.65	..	.	14.65	14.65	2.12	.	16.77
	Podanur-Pollachi	3' 3½"	15-10-15	25.04	.	.	25.04	25.04	4.42	.	29.46
	Pondicherry	3' 3½"	15-12-79	7.85	.	.	7.85	7.85	2.14	0.18	10.17
	Tinnevely-Tiruchendur	3' 3½"	24-2-23	38.18	..	.	38.18	38.18	4.09	..	42.27
	Travancore (British Section)	3' 3½"	1-6-02	50.33	..	.	50.33	147.97	22.25	0.69	170.81
	Travancore (Indian State Section)	3' 3½"	1-8-04	97.64	..	..	97.64				
	Meerappur-Hosur	2' 6"	18-1-06	73.31	.	..	73.31	73.31	4.32	..	77.63
	Tirupattur-Kris' nagiri	2' 6"	18-9-05	25.38	..	.	25.38	25.38	2.44	..	27.82
	Total—14			2,511.79	4.84	15.55	2,532.18	2,568.12	510.96	20.69	3,099.77
Total Class I				34,674.65	3,537.61	155.16	38,367.42	42,331.48	9,777.50	1,161.46	53,270.44

*Includes 0.42 miles of M Gauge.

** Date of conversion from 3' 3½" gauge to 5' 6" gauge (3' 3½" gauge first opened on 2nd June 1902)

for the year 1935-36—contd.
RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..			Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	.	.	.	.		State line	Lucknow-Bareilly
	..		.				Total—13.
..	..	..		..		State line	South Indian
..	.	.	.			Indian State line.	Shoranur Cochin.
Agastiyampalli point Calimere	5.39		.			State line.	South Indian.
..	..	..	.	..		State line.	Nilgiri
..		..		..		Foreign line.	Peralam-Karaikkal.
..	..	..	.	..	.	District Board line	Podanur-Pollachi.
..	..	..	..	..		Foreign line	Pondicherry
.	..	..	.			District Board line	Tinnevely-Tiruchendur.
..	..	..	..	..		State line	Travancore (British Sec- tion)
..	..	..	..	.		State line.*	Travancore (Indian State section).
..	..	..	..	..		} State lines.	Moappur-Hosur
..	..	..	..	..	.		Tirupattur-Krisenagiri.
	5.39		..		..		Total—14
	86.73		..		..		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

Mileage Statement CLASS I

				1934-35			8	9	Classification.
				Total.					
				22 30	224 00	Line subsidized by the Government of India.*			
				39 50	7 68	47 18	Line subsidized by District Board.		
				121 16	121 16	17 75	133 91	Line subsidized by the Government of India.*	
				160 66	160 66	25 43	186 09		
				307 01	307 01	54 34	361 35	Indian State Lines	
				795 85	795 85	81 47	877 32		
5	Darjeeling Himalayan	2' 0"	23 8-80	51 07	51 07	10 70	61 77	Line subsidized by Local Government Branch line under rebate terms.	
	Darjeeling Himalayan Extensions	2' 0"	16-3-11	95 44	95 44	4 00	100 13		
	Total—5			146 51	146 51	15 39	161 90		
6	Dibru-Sadiya	3' 3 1/2"	15-8-82	86 02	86 02	20 47	115 49	Line subsidized by Local Government, Unassisted Company's line	
	Ledo and Tikak Margherita	3' 3 1/2"	17-2-84	5 50	5 50	24 32	29 82		
	Total—6			91 52	91 52	63 79	145 31		
7	Gackwar's Baroda State	3' 3 1/2"	21-3-87	255 12	255 12	34 33	289 45	Indian State lines.	
	Khijadiya-Dharit	3' 3 1/2"	1-3-13	37 46	37 46	4 59	42 05		
	Gackwar's Baroda State	2' 6"	8-4-73	333 00	333 00	54 86	387 92		
	Bodeli Chhota Udaipur	2' 6"	1-12-17	22 67	22 67	2 02	24 69		
	Total—7			648 31	648 31	95 80	744 11		
8	Gondal	3' 3 1/2"	19-1-81	106 24	106 24	17 33	123 57	Indian State lines.	
	Jetalsar Rajkot	3' 3 1/2"	12-4-03	46 16	46 16	9 84	56 00		
	Total—8			152 40	152 40	27 17	179 57		
9	Jamnagar-Dwarka	3' 3 1/2"	1-4-22	65 92	65 92	3 73	69 65	Branch line under guarantee and rebate terms.	
	Jamnagar	3' 3 1/2"	8-4-07	154 22	154 22	12 89	67 11		
	Okhamandal	3' 3 1/2"	15-11-22	37 21	37 21	4 77	41 98		
	Total—9			157 35	157 35	21 39	178 74	Indian State lines.	
10	Junagad State	3' 3 1/2"	1 9-83	210 60 1/2	210 60 1/2	24 24	234 84		
11	Morvi	3' 3 1/2"	4 3 05	132 26	132 26	20 86	162 12		
12	Mysore	3' 3 1/2"	1 2 81	321 90	321 90	42 77	364 67	Line guaranteed by Indian State, Indian State line	
	Bengalore-Chik Ballapur Light	2' 6"	6 4 15	38 63	38 63	4 96	107 16		
	Kolar District	2' 0"	15-12-13	63 57	63 57				
	Tarikere Narasimharajapura	2' 0"	22-5-15	26 60	26 60	2 62	29 22		
	Total—12			450 70	450 70	50 35	501 05	Line subsidized by the Government of India*.	
13	Shabdare (Delhi)-Saharanpur Light	2' 0"	7 5 07	92 50	92 50	10 23	102 73		
Total Class II				3 548 24	3 548 24	511 85	4 060 09		

* Receives land only from Government

† Taken over from Gondal Railway on 1st April 1934.

‡ Includes 3 1/2 miles, Jamnagar to Bedi Bunder, worked for goods traffic only

§ Includes 0.73 mile of Dungarpur quarry line and 0.53 mile of Veraval Dock Estate worked for goods traffic only.

for the year 1935-36—contd.
RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36		ROUTE MILEAGE AUTHORISED, BUT NOT COMMENCED			
		SANCTIONED BUT NOT COMMENCED (a)			
Section.	Miles.	Section.	Miles.	Section	Miles
10	11	12	13	14	15
..	
..	
..	
		.			
.	
..		.			
.	
..	
	..				
..	
..	
.		
..	..	..	..	Prachi Road to Kodinar	16 10
					16 10
	.			..	
..				.	
	.				
					16 10
..	.	..	.	Kunkavav-Bigasra	12 50
..		
			..		12 50
	.				
..		
		
..		

					..
Talala. to Sasangir	*10 83		.	Sasangir to Visavadar	18 62
	*10 83		..		18 62
..
..	.	..	..	Anandapuram—Sagara.	16 22
..
..
..
	..		..		16 22
..
	10 83		..		63 44
CLASS II RAILWAYS.					
Barsi Light.					
Bengal Doars.					
Bengal Doar Extensions					
Total—2					
Bhavnagar State					
Bikaner State					
Darjeeling Himalayan					
Darjeeling Himalayan Extensions					
Total—5					
Dibru-Sadiya					
Ledo and Fikak Margherita					
Total—6					
Gackwar's Baroda State					
Khajadiya-Dhari					
Gackwar's Baroda State.					
Bodeli Chhota Udaipur					
Total—7					
Gondal					
Jatapur Rajkot					
Total—8.					
Jamnagar-Dwarka.					
Jamnagar.					
Okhamandal.					
Total—9.					
Junagad State					
Total—10.					
Morvi—11.					
Mysore.					
Bangalore-Chik Ballapur Light.					
Kolar District.					
Tarikere Narasimharajapura.					
Total—12.					
Shabdara (Delhi)-Saharanpur Light.					
Total Class II.					

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

* For Goods traffic only.

M 2

8.—*Mileage Statement*
CLASS III

1	2	3	4	5	TRACK MILEAGE OPEN ON 31st MARCH 1936.			9
					Running track.	Sidings.	Total.	
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2' 6"	30-5-17	32-26	32-69	2-87	35-56	Branch line under guarantee terms.
2	Arrah-Sasaram	2' 6"	6-3-11	65-16	65-16	5-36	70-52	Line subsidized by District Board.
3	Bankura-Damoodar River	2' 6"	16-12-16	59-95	60-33	7-43	67-76	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2' 6"	1-2-05	52-24	52-24	5-08	57-32	Line subsidized by District Board.
5	Bengal Provincial	2' 6"	7-11-94	33-27	33-27	2-31	35-58	Unassisted Company's line.
	Dasghara-Jamalpurgunj	2' 6"	1-9-17	8-31	8-31	0-77	9-08	Branch line under guarantee terms.
	Total—5	..		41-58	41-58	3-08	44-66	
6	Bukhtiarpur-Bihar Light	2' 6"	1-7-03	33-00	33-00	2-97	35-97	Line subsidized by District Board.
7	Burdwan-Katwa	2' 6"	1-12-15	32-47	32-90	4-08	36-98	Branch line under guarantee terms.
8	Cutch State	2' 6"	1-5-05	72-00	72-00	4-50	76-50	Indian State line.
9	Dehri-Rohtas Light	2' 6"	6-2-11	25-51	25-51	8-00	33-51	Line subsidized by the Government of India.
10	Dholpur State	2' 6"	24-2-08	55-44	55-44	5-83	61-27	Indian State line.
11	Futwah-Islampur	2' 6"	24-1-22	27-00	27-00	1-65	28-65	Branch line under guarantee terms.
12	Gwalior Light	2' 0"	2-12-99	294-92	294-92	*30-34	325-26	Indian State line.
13	Howrah-Amta Light	2' 0"	1-7-97	43-87	43-87	6-89	50-76	} Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2' 0"	2-8-97	19-75	19-75	1-41	21-16	
15	Jagadhri Light	2' 0"	11-8-11	3-31	3-31	0-55	3-86	} Unassisted Companies' lines.
16	Jessore Jhenidah	2' 6"	1-10-13	36-75	36-75	1-76	38-51	
17	Jorhat (Provincial)	2' 0"	13-9-83	32-50	32-50	2-04	34-54	State line
18	Kalighat-Falta	2' 6"	28-5-17	26-25	26-42	5-96	32-38	Branch line under guarantee terms.
19	Kulasekarapatnam Light	2' 0"	18-7-15	26-75	26-75	.	26-75	Unassisted Company's line
20	Matheran Light	2' 0"	22-3-07	12-61	12-61	1-02	13-63	Line subsidized by the Government of India.
21	Porbandar State	3' 3½"	1-10-89	†41-20	†41-20	8-45	49-74	Indian State line.
22	Tezpore-Balipara Light	2' 6"	9-8-94	20-10	20-10	2-42	22-52	Line subsidized by District Board
23	Trivellore Light	2' 0"	17-9-21	2-37	2-37	0-14	2-51	Unassisted Company's line.
24	Udaipur-Chitorgarh	3' 3½"	1-8-95	145-64	145-64	18-58	164-22	Indian State line
	TOTAL CLASS III	..		1,202-72	1,204-13	130-41	1,334-54	

* Includes 14 miles of Gwalior Palace siding (5'-6" gauge) which is being maintained by the Gwalior Light Railway.

† Includes 1-65 miles of Porbandar Dock Estate line and 3-70 miles of Ranwao quarry line worked for goods traffic.

‡ Receives Land only from Government.

for the year 1935-36—concl'd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1936.				Name of Railway 16
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section. 10	Miles. 11	Section. 12	Miles. 13	Section. 14	Miles. 15	
..	.		.	.	.	CLASS III RAILWAYS.
..	.	.	0 21	.		Ahmadpur-Katwa
..	.	..				Arrah-Sasaram
.	..	.	0.32			Bankura-Damodar River.
		.				Baraset-Basirhat Light.
		.				Bengal Provincial.
..	..	.				Dasghara-Jamalpurganj.
	..					Total—5
.		.	.	.		Bukhtiarpur-Bihar Light
..	..		.			Burdwan-Katwa.
..	..					Cutch State
.		.				Dehri-Rohtas Light
..	.			..	.	Dholpur State
..	..					Futwah Islampur
.		.				Gwalior Light.
..	..	..	0.07	..	..	Howrah Amta Light
.	.		0.29			Howrah Sheekhata Light.
				.		Jagadhri Light
..	..	..	..	..	.	Jessore Jhenidah
	.	.				Jorhat (Provincial)
	..					Kalighat Fulta
.						Kulasekarnapatnam Light
..			.			Matheran Light
	.					Porbandar State.
..	.	.		.		Tezpur-Balipara Light.
	.		..			Trivellore Light
Khamblighat-Phulad Jn.	13.25	.		.	.	Udaipur Chitorgarh
	13.25		0 59		..	TOTAL CLASS III

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely are not shown

9.—Description of Class I Railways worked during the year 1935-36.

Railway	(a) Mean Mileage worked.	Number of Stations (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percent- age.	Average amount of curvature per mile (De- grees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Len- gth (in miles)	Inclina- tion.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal-Nagpur .	2,522.8	410	Nil	8.11	215.0	894.2	200.7	1,318.0	2.30	1 in 60	5.75	1,000	16.0	14.3
Bombay, Baroda & Central India.	1,258.2	256	Nil	1.35	0.61	262.1	95.1	359.2	0.88	1 in 80	5.75	996	14.6	19.9
Eastern Bengal .	899.7	236	Nil	Nil	0.65	3.42	10.3	14.4	0.65	1 in 100	6.00	955	13.1	10.5
East Indian .	4,447.5	757	0.15	23.0	66.1	304.6	135.4	529.3	0.15	1 in 50	8.00	712	15.0	9.80
Great Indian Pen- insula.	3,544.9	508	20.8	21.3	91.5	1,017.1	414.3	1,598.0	0.16	1 in 34	9.55	600	20.4	15.6
Madras and South- ern Mahratta.	1,157.2	253	Nil	14.1	36.0	185.7	109.0	341.8	0.80	1 in 60	7.96	720	22.8	9.72
Nizam's State .	688.1	101	Nil	Nil	153.7	220.8	30.7	405.2	2.52	1 in 100	4.40	1,300	18.9	20.2
North Western	6,259.1	958	109.7	122.0	225.1	250.4	227.6	934.8	2.75	1 in 25	12.6	455	12.2	13.7
South Indian .	797.7	154	Nil	53.4	65.7	135.5	65.2	289.8	1.16	1 in 62	7.16	800	34.8	24.6
Total	21,575.2	3,633	130.7	226.3	854.4	3,303.8	1,278.9	5,793.5						
3' 3½" GAUGE.										(d)				
Assam Bengal	1,328.7	300	10.3	47.8	31.2	182.3	39.8	311.4	10.1	1 in 37	15.0	382	14.8	35.2
Bengal and North Western.	2,189.7	365	0.11	1.52	3.16	9.11	8.73	22.6	0.11	1 in 50	8.73	656	10.0	7.96
Bombay, Baroda & Central India	2,207.2	314	3.40	0.48	19.4	393.9	235.2	652.3	3.40	1 in 40	(e) 8.00	(e) 716	9.55	10.3
Burma .	2,059.9	457	105.9	47.9	109.6	240.1	186.4	689.9	3.50	1 in 25	17.0	337	15.4	37.3
Eastern Bengal .	1,072.1	213	0.31	0.63	3.97	49.7	47.5	93.1	0.34	1 in 50	11.4	500	11.1	19.9
East Indian .	65.7	1	Nil	Nil	Nil	0.65	2.80	3.45	0.65	1 in 200	7.66	748	14.7	11.6
Jodhpur .	1,033.7	161	0.51	Nil	1.55	236.1	72.3	310.4	0.51	1 in 50	8.00	716	8.57	11.3
Madras and South- ern Mahratta	2,078.1	321	14.2	53.4	628.9	352.7	115.9	1,205.1	1.42	1 in 40	12.0	479	20.3	33.7
Nizam's State .	659.8	110	Nil	Nil	6.68	350.6	171.8	532.1	0.78	1 in 100	5.00	1,146	10.7	8.2
Rohilkund and Kumaon	562.0	104	Nil	4.85	8.44	13.8	23.6	50.7	3.31	1 in 70	12.0	479	8.70	8.22
South Indian .	1,766.7	136	24.0	35.3	90.8	308.7	137.1	655.9	(h) 1.51	(f) 1 in 13	(f) 11.5	500	17.9	(g) 16.0
Total	15,023.6	2,812	158.8	191.9	9.3.7	2,228.7	1,044.1	4,527.0						
2' 6" AND 2' 0" GAUGES.														
Bengal Nagpur	926.3	143	0.51	44.2	153.5	205.0	54.9	458.1	0.51	1 in 50	14.0	409	18.6	38.3
Bombay, Baroda & Central India	224.5	64	Nil	3.95	29.2	35.8	11.2	89.1	0.35	1 in 75	9.00	478	18.3	40.1
Eastern Bengal .	36.9	14	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	15.0	382	25.0	42.3
Great Indian Pen- insula.	214.4	44	Nil	1.81	60.8	63.4	14.5	140.5	0.80	1 in 80	12.0	478	22.6	41.3
North Western .	685.8	90	109.4	42.8	97.5	85.5	41.2	376.4	0.80	1 in 20	52.1	110	21.6	125.2
South Indian .	98.7	15	Nil	32.8	11.9	19.4	2.50	66.6	2.30	1 in 67	6.00	955	30.2	62.2
Total	2,216.6	370	109.9	125.6	352.9	400.1	124.3	1,121.7						
GRAND TOTAL .	38,815.4	6,815	399.4	543.8	2,111.0	5,941.6	2,446.7	11,442.2						

Mean mileage worked.

Number of Stations.

(a) { Class II Railways

3,575.52

659

{ Class III Railways

1,221.05

344

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5.73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9.56° and radius = 610 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft and on the Nilgiri Mountain Ry. is 318 ft, (specially sanctioned).

(g) The figure is for plain section the figure for ghat section being 322.4°.

(h) The steepest gradient worked on other than the Nilgiri Mountain Ry is 1 in 53 and the length 0.21 mile.

(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal Landi Khana Sections (closed to traffic) not included, while calculating the results.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936.

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

Railway	LOCOMOTIVES.						RAIL MOTORS.			STEAM COACHES.			ELECTRIC MOTOR COACHES			
	Steam			Elect. ric	Total tractive effort lbs.		No	Seats		No	Seats.		No (in units)	Seats		Aver- age weight in tons.
	Tend- er	Tank	Total		Steam	Electric		Upper	Lower		Upper	Lower				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" GAUGE																
Bengal-Nagpur .	607	63	670		20,499,960			..		2	48	160				..
Bombay, Baroda and Central India	326	35	361	(d) 2	9,420,472	10,000							40		4,800	71
Eastern Bengal . .	228	74	302		7,545,076										.	..
East Indian .	1,189	395	1,584		17,303,861					3	12	330			.	.
Great Indian Peninsula	655	73	728	65	19,085,157	2,048,000							53		1,388	67
Madras and Southern Mahratta.	243	58	301		7,469,424										.	..
Nizam's State .	81	4	85		2,122,026										.	..
North Western .	1,127	111	1,238	2	32,605,028	58,352	1	7		7	30	525			.	.
South Indian .	147	6	153		3,386,092										.	..
Total	4,603	819	5,422	69	139,437,696	2,116,352	1	7		12	90	1,015	93		9,188	69
3' 3½" GAUGE																
Assam-Bengal .	185	19	204		2,932,122											.
Bengal and North West- ern.	378	14	392		5,083,318										.	.
Bombay, Baroda and Central India	396	65	461		7,056,802					3	36	307			.	.
Burma . . .	300	89	389		7,022,184	..									.	..
Eastern Bengal . .	210	2	212		3,352,934	.				2		56			.	.
Jodhpur . . .	103	4	107		1,391,490										.	..
Madras and Southern Mahratta	350	5	355		5,900,319										.	.
Nizam's State . .	75	12	87		1,281,885	.				2		224			.	.
Rohilkund and Kumaon	73	3	76	.	1,012,983										.	..
South Indian . .	320	67	387	(b) 6	5,139,856	(c) 41,600	3		220				24	481	550	38
Total	2,390	280	2,670	6	40,472,923	41,600	3	.	220	7	36	587	24	481	550	38
2' 6" GAUGE.																
Bengal-Nagpur . .	101	14	115		1,550,557	.				3	18	96			.	.
Bombay, Baroda and Central India.	7	19	26		225,640	.									.	.
Eastern Bengal . .	.	10	10		37,969										.	.
Great Indian Peninsula	14	8	22	.	315,860	.									.	.
North Western .	68	33	101		1,454,658	.	6	70		3		108	1	16	..	13
South Indian . .	6	5	11	.	138,009					.					.	.
Total	196	89	285	.	3,722,093		6	70		6	18	204	1	16	..	13

† Includes one Petrol Locomotive.

(a) Includes 2,460 lbs tractive effort of 1 Petrol Locomotive

(b) Includes 2 Battery Tenders.

(c) For 4 Electric Locomotives only

(d) One of these was in the process of reconditioning during the year 1935-36.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK.—Broad and metre gauges.

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Thrd.		1st.	2nd.	Inter.	Thrd.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	473	189	340	4,576	40,014	19	96	..	72	54
Bombay, Baroda and Central India . . .	(a) 447	(b) 1,506	(c) 5,569	..	(d) 41,960	27	..	64	..	1,378
Eastern Bengal	231	379	51	318	27,377	16	85	24	72	444
East Indian	1,184	889	1,920	10,416	** 110,491	302	228	285	..	††16,454
Great Indian Peninsula	*659	1,241	1,559	82	†63,719	6	..	..	..	300
Madras and Southern Mahratta	208	80	300	..	23,140	(k) 161	..	205	..	7,254
Nizam's State	43	..	..	..	5,586	25	12	132	..	927
North Western	1,053	208	427	3,717	106,595	124	14	396	229	4,587
South Indian	141	78	104	..	13,838	..	..	..	..	..
Total	4,439	4,570	10,270	19,109	432,720	680	435	1,106	373	31,398
3' 3½" GAUGE										
Assam-Bengal	227	..	..	..	15,970	..	..	..	..	..
Bengal and North Western	436	11	..	665	38,840	(g) 604	186	336	1,352	22,000
Bombay, Baroda and Central India . . .	653	120	60	..	51,495	199	378	600	..	2,624
Purms	431	44	..	..	30,085	72	48	48	..	2,340
Eastern Bengal	311	228	..	540	21,177	(i) 48	96	..	112	947
Jodhpur	72	8	..	..	5,556	58	33	88	312	668
Madras and Southern Mahratta	307	48	243	..	20,140	108	72	144	..	2,610
Nizam's State	50	..	..	..	4,569	(j) 44	54	216	..	1,407
Rohilkund and Kumaon	67	..	..	..	6,204	(h) 105	96	78	70	3,142
South Indian	(e)780	712	514	..	(f) 50,431	5	..	..	..	160
Total	3,334	1,171	817	1,205	244,467	1,243	963	1,510	1,846	35,898

* Includes 100 bogies Electric Stock.

(a) Includes 120 bogies Electric Stock.

(b) Includes 720 1st class seats of Electric Stock.

(c) Includes 4,600 2nd class seats of Electric Stock.

(d) Includes 8,720 III class seats of Electric Stock.

**Includes 769 seats for servants in Higher class stock and 14,978 seats in 144 Replaced vehicles running as Mela Stock.

††Includes 20 seats for servants in Higher class stock.

† Includes 10,716 third class seats of Electric Stock.

(e) Includes 48 Trailer Electric Coaches.

(f) Includes 3,456 third class seats of Electric Stock.

(g) Includes 383 six-wheelers.

(h) Includes 29 six-wheelers.

(i) Includes 8 six-wheelers.

(j) Six-wheeled.

(k) Includes 4 six wheelers.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK —Broad and metre gauges—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION										
Bogies.					Four-wheelers.					Railway.
No.	Seats by classes.				No.	Seats by classes				
	1st.	2nd.	Inter.	Third		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
5' 6" GAUGE.										
(n)145	1,456	2,512	1,463	1,466	15	84	152	17	29	Bengal Nagpur.
108	1,404	2,535	150	2,007	9	54	18	.		Bombay, Baroda and Central India
240	1,960	3,012	9,388	8,351	12	80	116	54	72	Eastern Bengal.
500	3,167	6,751	10,514	‡‡13,923	§§16	116	173	..	¶8	East Indian.
‡315	§2,973	§5,874	1,813	§7,692				..	..	Great Indian Peninsula
148	518	1,753	2,199	6,296	27	94	164	91	133	Madras and Southern Mahratta
25	254	716	.	452	4	24	51	.	..	Nizam's State
682	4,248	5,714	11,542	29,051	68	510	615	..	15	North Western.
66	720	1,818		1,060	..	..	..	.	..	South Indian
2,229	16,700	30,685	37,069	70,298	151	962	1,289	162	257	Total.
3' 3½" GAUGE.										
195	1,240	1,160	1,956	4,348	.	.	.			Assam Bengal
78	512	720	1,168	1,212	(k)119	567	576	460	964	Bengal and North Western.
140	1,164	1,566	162	1,801	32	192	192	.		Bombay, Baroda and Central India.
167	1,398	2,664	.	1,972	6	36	48	.	.	Burma
155	1,012	935	1,996	2,711	(m)27	144	144	42	42	Eastern Bengal
47	142	214	782	983	12	33	46	13	.	Jodhpur.
144	510	1,035	1,154	2,787	16	64	96	.		Madras and Southern Mahratta
14	132	304		123	||7	45	96			Nizam's State
25	147	216	350	722	(l)20	67	69	130	139	Reharkund and Kumaon.
174	1,147	2,596	177	2,582	4	24	32	.		South Indian
1,139	7,404	11,350	7,745	19,241	243	1,172	1,299	654	1,145	Total.

‡ Includes 50 Bogies Electric Stock.

§ Includes 619 first, 2,021 second and 1,576 third class seats of Electric Stock; and excludes 80 Dining seats.

|| Six Wheelers.

(k) Includes 90 six wheelers.

(l) Includes 6 six-wheelers.

(m) Includes 22 six-wheelers.

(n) Includes 2 Steam Coaches

§§ Excludes 3 steam coaches shown in statement No. 10-A (page 79)

‡‡ Includes 2,531 seats for servants in Higher class stock.

¶ Represent servants seats in Higher class stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four-wheelers					No. (in units)	Seats.	No. (in units).	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd	Inter.	Third		1st.	2nd	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" GAUGE.														
Bhagal Nagpur . .	133	.	.	276	7,628	5	..	.	52	120	..	..	13	390
Bombay, Baroda and Central India.	93	16	.	1,482	4,970	..	.	.	.	..	..	..	15	480
Eastern Bengal . .	199	.	.	880	17,097	3	..	.	40	77	..	..	2	72
East Indian . .	509	26	46	738	30,974	12	.	.	.	409	.	.	24	609
Great Indian Peninsula	241	118	238	21	11,981	..	.	..	.	..	58	†3,200	29	(c)990
Madras and Southern Mahratta	139	.	..	..	8,309	13	..	..	..	298	..	..	5	142
Nizam's State . .	17	..	..	..	656	2	..	..	..	72	.	..	..	..
North Western	500	548	549	1,615	23,011	.	..	..	..	..	18	1,152	34	856
South Indian	108	72	144	..	6,481	..	.	..	..	..	.	..	2	64
Total	1,939	780	977	5,012	111,107	35	..	..	92	1,066	76	4,352	124	3,603
3' 3½" GAUGE.														
Assam Bengal	147	..	.	1,431	4,022	37	.	..	..	148	..	..	2	46
Bengal and North Western	44	.	.	.	2,114	(a)22	.	..	..	552	..	..	*2	24
Bombay, Baroda and Central India.	192	..	..	..	9,984	..	..	..	..	.	.	..	5	(b)160
Burma	223	100	48	..	9,487	7	..	..	..	131	..	..	3	61
Eastern Bengal	153	..	..	138	6,170	4	..	..	..	63	..	..	2	30
Jodhpur	63	..	..	..	3,460	4	..	..	..	86	..	..	4	66
Madras and Southern Mahratta.	134	..	..	168	4,418	155	..	..	..	1,992	..	..	..	..
Nizam's State . . .	21	..	128	..	578	*5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon .	22	..	..	53	1,151	*1	.	..	13	19	..	..	1	25
South Indian	312	..	..	..	15,949	1	..	..	..	22	..	..	8	150
Total	1,311	100	176	1,793	57,333	236	..	..	13	3,181	..	..	27	562

* Six-wheelers.

† 81 first class and 3,116 third class.

(a) Includes 14 six-wheelers

(b) Includes 72 Dining seats of 6 Bogie composite 1st, 2nd and Dining Cars included in the number 140 shown under column 12, page 81.

(c) Excludes 211 seats for servants.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols 2 to 44 No cols. only).	Railway
Bogies.		Four-wheelers.		Bogies.		Four-wheelers			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
5' 6" GAUGE.									
..	..	..	..	6	30	..	..	809	Bengal Nagpur.
1	7	..	.	13	156	*10	111	723	Bombay, Baroda and Central India.
2	6	..	.	3	10	.	..	708	Eastern Bengal
15	44	..	..	24	155	‡2	4	2,588	East Indian.
5	17	.	..	22	246	.	..	1,335	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	709	Madras and Southern Mahratta.
†11	55	5	12	6	46	..	..	138	Nizam's State.
27	118	..	..	23(b)	110	..	..	2,529	North Western.
2	18	..	..	2	16	..	..	321	South Indian.
65	269	6	14	102	790	14	127	9,860	Total.
3' 3½" GAUGE.									
1	2	1	5	1	3	..	..	611	Assam Bengal.
1	2	‡2	4	..	..	(a)14	22	1,322	Bengal and North Western.
6	22	1	1	16	94	1	2	1,245	Bombay, Baroda and Central India.
3	4	..	..	15	(d)105	..	..	927	Burma.
2	4	..	..	2	5	..	..	704	Eastern Bengal.
..	..	..	..	..	..	..	..	260	Jodhpur
2	4	.	..	1	6	4	12	871	Madras and Southern Mahratta.
4	29	‡1	4	1	3	‡1	4	148	Nizam's State.
..	..	..	..	..	..	(c)3	4	244	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,289	South Indian
21	71	5	14	39	254	23	44	7,621	Total

* Includes 3 six wheelers.

† Includes 3 first class State carriages.

‡ Six-wheeled

§ One of these has been converted into a shikari car

(a) Includes 6 six-wheelers.

(b) Tourist cars

(c) Includes 1 six-wheeler.

(d) Excluding 122 3rd class seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (news-paper, letter sorting).	Mails (news-paper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers No.				No. (in units).	No. (in units). Stalls.		
48	49	50	51	52 (in units)	53 (in units)	54 (in units)	55	56 (in units)	57
5' 6" GAUGE.									
Bengal-Nagpur . . . . .	..	..	28	..	84	41	246	7	58
Bombay, Baroda and Central India . . . . .	..	..	..	.	57	25	150	76	2
Eastern Bengal	3	..	..	..	38	38	228	119	59
East Indian . . . . .	..	.	4	14	231	153	918	44	41
Great Indian Peninsula	9	..	2	..	58	91	516	26	290
Madras and Southern Mahratta . . . . .	..	..	..	4	41	27	162	101	1
Nizam's State . . . . .	.	..	..	1	10	13	78	..	*10
North Western	16	..	..	..	118	158	948	157	(a) 433
South Indian	5	..	..	..	24	17	102	52	..
Total	33	..	34	19	661	563	3,348	581	894
3' 3½" GAUGE									
Assam-Bengal	9	30	..	..	27	12	48	5	43
Bengal and North-Western . . . . .	..	..	.	..	21	30	120	..	(b) 3
Bombay, Baroda and Central India . . . . .	..	.	..	.	57	77	308	23	†6
Burma	30	.	..	..	71	17	68	31	166
Eastern Bengal	5	.	..	1	36	31	124	81	42
Jodhpur . . . . .	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta . . . . .	..	..	.	..	33	34	136	44	14
Nizam's State . . . . .	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon . . . . .	..	..	3	..	7	12	48	6	7
South Indian	11	..	5	..	43	44	104	10	13
Total	55	30	8	1	303	277	1,036	207	289

* Includes 2 State Vehicles (a dynamo van and a kitchen and third class bogie).

† Includes 3 Insulated cars.

(a) Includes 169 Cold Storage Vans and 23 Insulated Fruit Vans

(b) Includes 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—Broad and Metre gauges—concl'd.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use In units (Cols. 46, 58 to 60)	Railway service vehicles (including officers' carriages) In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths	
No.	No.			No.	Berths	
55	59	60	61	62	63	64
5' 6" GAUGE.						
..	..	218	1,027	154	(c) 124	Bengal Nagpur.
30	7	160	920	20	40	Bombay, Baroda and Central India.
..	12	256	976	61	(d) 121	Eastern Bengal.
..	84	487	3,159	347	268	East Indian.
15	29	476	1,855	197	322	Great Indian Peninsula.
..	46	174	929	91	308	Madras and Southern Mahratta.
..	9	34	†181	11	22	Nizam's State.
..	120	882	3,531	252	487	North Western.
..	..	98	419	31	22	South Indian
45	307	2,785	12,997	1,164	1,714	Total.
3' 3½" GAUGE.						
..	..	126	737	120	309	Assam Bengal.
..	(h)163	54	1,539	(i)32	48	Bengal and North Western.
28	3	163	1,439	30	52	Bombay, Baroda and Central India.
..	..	305	1,232	74	148	Burma.
..	20	196	920	81	(e) 106	Eastern Bengal.
4	10	22	296	44	98	Jodhpur.
..	..	125	996	112	124	Madras and Southern Mahratta.
..	15	18	(f)181	(k)25	(g)18	Nizam's State.
..	..	35	279	(j)13	17	Rohilkund and Kumaon.
..	..	126	1,415	60	79	South Indian
32	211	1,170	9,034	591	999	Total.

† Includes 18 units of State Stock for private use.

(c) Excludes 16 chairs.

(d) Excluding those of one Inspection Car, and one electric charging van.

(e) Excluding those of 1 tender to saloon, and 1 electric charging van, 1 Inspection car, and one cinema car.

(f) Includes 7 units of State Stock for private use.

(g) Excluding 718 third class seats.

(h) Includes 123 six-wheelers.

(i) Includes 8 six-wheelers and 1 bogie.

(j) Includes 5 six-wheelers.

(k) Includes 15 workmen train Carriages.

10.—Statement of Equipment showing the actual stock running on
C.—Goods

Railway	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under	Over 17 and up to 24 tons
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur .	..	7,138	.	..	151,021	..	13,096	..	..	288,293	.	67
Bombay, Baroda & Central India.	624	5,058	..	..	121,260	172	1,909	..	..	44,922	..	..
Eastern Bengal .	1,146	5,791	..	2	137,341	83	57	1	2	2,577	199	299
East Indian .	(b)500	32,740	6	2	659,987	109	14,108	22	4	299,575	248	2
Great Indian Peninsula	2,278	8,666	..	1,056	262,720	467	2,734	.	215	74,603	630	185
Madras & South- ern Mahratta.	678	3,648	.	..	92,250	42	947	..	73	25,291	64	360
Nizam's State .	.	(a) 949	.	..	20,455	..	935	.	..	20,536	..	211
North Western .	74	22,517	193	104	513,547	28	2,344	..	101	55,158	11	1,716
South Indian .	.	1,507	.	.	33,928	.	615	.	..	13,824	..	..
TOTAL	5,300	88,014	199	1,164	1,992,509	901	36,745	23	395	824,779	1,152	2,840

Railway	COVERED WAGONS. (IN UNITS)					OPEN WAGONS (HIGH-SIDED). (IN UNITS)					OPEN	
	10 tons and under	Over 10 and up to 15 tons	Over 15 and up to 20 tons.	Over 20 tons	Total capacity in tons	10 tons and under	Over 10 and up to 15 tons	Over 15 and up to 20 tons	Over 20 tons	Total capa- city in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3 1/2" GAUGE												
Assam-Bengal	625	3,925	100	.	51,460	17	.	44	..	1,050		..
Bengal & North- Western	4,071	5,497	956	.	120,691	..	..	.	..	.	441	550
Bombay, Baroda & Central India	69	5,184	419	95	75,816	219	128	463	14	12,366	.	389
Burma .		6,384		193	88,553	.	..	.	.	..	..	935
Eastern Bengal .	1,031	2,040	647	808	70,607	..	10	..	12	451	220	192
Jodhpur .	.	1,513	494	101	24,228	..	..	..	.	..	..	97
Madras & South- ern Mahratta	320	3,289	2,111	42	81,694	..	789	172	31	15,646	18	..
Nizam's State .	..	979			12,550		*75	..	..	771	..	253
Rohilkund and Kumaon.	309	1,278	874	.	34,158	..	..	30	.	540	2	217
South Indian .	724	1,237	1,635	45	54,025	206	346	176	346	16,514	..	.
TOTAL	7,149	31,326	7,236	1,284	613,782	442	1,348	885	403	47,338	681	2,633

* Includes 20 high sided wagons coupled to goods brake vans, and 2 are being utilised as temporary water tanks.

(a) 20 of these are being used as coaching vehicles.

(b) The decrease of 435 as compared with figures for the previous year is due to 431 wagons being condemned and replaced, and 4 F W replaced wagons being condemned and broken up

Class I Railways on the 31st March 1936—Broad and Metre gauges contd.
Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use In units (Cols 2 to 23 excluding Cols. 6, 11 and 16) 24	Brake vans used indiscriminately on passen- ger, mixed or goods service. (In units.) 25	Railway service vehicles (including inspection trolleys). (In units.) 26	Travel- ling Cranes and their dum- my trucks. (In units) 27	Road Mot- tors 28	Railway. 29
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wag- ons.	Wag- ons for explo- sives.	Timber or rail wagons		Petrol tank Wag- ons.	Other tank Wag- ons.	Mis- cella- neous Wag- ons.						
14	15	16	17	18	24 tons and under.	Over 24 tons.	21	22	23						
5' 6" GAUGE.															
..	.	1,310	32	10	262	569	30	172	1,116	22,492	455	175	79	2	B. N.
36	221	10,006	1,052	13	..	..	30	138	1	9,254	200	518	15	11	B. B. & C. I.
166	.	14,396	..	4	28	87	56	86	103	8,110	91	116	27	9	E. B.
..	..	4,471	109	37	25	406	5	429	365	49,137	1,001	1,193	117	27	E. I.
..	.	13,441	1,564	32	198	70	84	177	29	18,385	571	617	92	21	G. I. P.
..	..	8,563	5	31	99	9	56	95	7	6,117	194	146	29	2	M. & S. M.
..	..	4,461	..	.	10	..	..	..	..	2,105	43	144	5	11	N. S.
6	146	45,206	4	49	78	437	100	412	†206	28,526	352	401	114	20	N. W.
..	.	.	..	13	103	12	14	8	4	2,276	65	174	6		S. I.
208	367	101,854	2,766	189	803	1,590	395	1,520	1,831	146,402	2,972	3,487	484	103	Total

WAGONS (LOW-SIDED) (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use In units (Cols 2 to 23 excluding Cols. 6, 11 and 16) 24	Brake vans used indiscriminately on passen- ger, mixed or goods service (in units) 25	Railway service vehicles (including inspection trolleys) (in units). 26	Travel- ling Cranes and their dum- my trucks (in units) 27	Road Mot- tors 28	Railway. 29
Over 15 and up to 20 tons	Over 20 tons	Total capacity in tons.	Live Stock Wag- ons.	Wag- ons for explo- sives	Timber or rail wagons		Petrol tank Wag- ons.	Other tank Wag- ons.	Mis- cella- neous Wag- ons.						
14	15	16	17	18	15 tons and under	Over 15 tons	21	22	23						
5' 3½" GAUGE.															
..	..	..	14	1	..	204	116	79	52	5,177	2	597	19	2	A. B.
28	.	10,953	..	..	279	100	20	†156	1	12,099	130	28	47	1	B. & N. W.
313	..	10,561	958	25	11	175	6	30	24	8,522	148	639	44	..	B. B. & C. I.
..	104	16,233	725	6	192	532	7	58	..	9,140	221	269	114	.	Bur na.
24	108	7,809	..	8	87	169	11	55	10	5,432	73	98	28	.	F. B.
70	223	6,749	35	3	..	..	5	17	..	2,558	47	91	2	.	Jodhpur.
136	45	3,847	110	14	148	11	26	63	184	7,509	266	108	39	.	M. & S. M.
..	2	3,071	..	..	20	..	1	3	..	1,333	37	137	6	2	N. S.
..	..	2,504	..	2	65	40	..	..	7	2,824	62	73	21	1	R. & K.
5	..	95	..	9	10	125	26	90	13	5,002	202	1,595	19	1	S. I.
576	486	61,822	1,842	63	812	1,356	218	560	291	59,596	1,188	3,635	342	7	Total.

† Includes 200 sugar cane trucks.

† Includes 150 Molasses trucks purchased during the year.

**10.— Statement of Equipment showing the actual stock running on Class I Railways on the
31st March 1936—concl'd**

COACHING STOCK—(Narrow gauge)

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use. In units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal Nagpur	374	528	547	898	10,098	27	401	29	3
Bombay, Baroda and Central India	68	(b)	176	(b)	2,835	..	68	..	..
Eastern Bengal	48	66	24	85	1,006	..	48	..	..
Great Indian Peninsula	(a) 49	(b)	66		1,936	2	51	1	..
North Western	298	467	631	849	9,369	62	360	13	..
South Indian	34	40	.	.	783	..	34	1	..
TOTAL	871	1,101	1,444	1,832	26,027	91	962	44	3

GOODS STOCK—(Narrow gauge).

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS).		Railway service wagons (In units)	REMARKS.
	Number. (In units).	Total capacity in tons		
1	2	3	4	5
2' 6" GAUGE				
Bengal Nagpur	*1,988	**30,705	12	
Bombay, Baroda and Central India . . . . .	||327	¶4,030	1	
Eastern Bengal	†27	††116	..	
Great Indian Peninsula	‡206	‡‡3,220	29	
North Western	§828	§§ 1,529	85	
South Indian	78	765		
TOTAL	3,454	50,365	127	

* Includes 304 special wagons.

† Includes 6 special wagons.

‡ Includes 5 special wagons.

§ Includes 129 special wagons

¶ Includes 20 special wagons.

— † Includes 75 carrying capacity of 20 special wagons.

** Includes 3,404 tons carrying capacity of 304 special wagons

†† Includes 29 tons carrying capacity of 604 special wagons.

‡‡ Includes 30 tons carrying capacity of 5 special wagons.

§§ Includes 1,048 tons carrying capacity of 129 special wagons.

(a) Includes one Bogie third class Diesel Electric Rail Car.

(b) Included in next column.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN,
EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR
1935-36.**

11.—Statement of net additions to, or reductions in,

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY	
	Steam.	Electric.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	Pass	
	No.	No.								No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	—17	..	—199,407	..	..	..	..	..	..	—20	—75
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	11	138
Eastern Bengal	—1	..	34,283	..	..	—1	..	..	..	—80	—227
East Indian	—10	..	111,226	..	..	..	..	..	..	—20	—320
Great Indian Peninsula . . .	—68	..	—1,950,820	..	..	..	..	..	..	—13	—296
Madras and Southern Mahratta	—3	..	—84,222	..	..	..	..	..	..	2	..
Nizam's State	—1	..	300	..	..	..	..	..	..	—3	—24
North Western	6	..	677,466	..	..	..	..	..	..	—18	—52
South Indian	1	..	44,460	..	..	..	..	..	..	4	24
Total	—93	..	—1,366,714	..	..	—1	..	..	..	—137	—832
3' 3½" GAUGE.											
Assam-Bengal	—1	..	5,755	..	..	..	..	..	..	—12	—6
Pengal and North Western . .	6	..	136,364	..	..	..	..	..	..	10	30
Bombay, Baroda and Central India	—5	..	249	..	..	..	..	..	..	—25	—12
Burma . . . . .	..	..	124,479	..	..	..	..	..	..	—76	..
Eastern Bengal	—2	..	—10,218	..	..	..	..	..	..	—28	—18
Jodhpur . . . . .	..	..	2,075	..	..	..	..	..	..	13	12
Madras and Southern Mahratta .	—4	..	5,033	..	..	..	..	..	..	—3	4
Nizam's State . . . . .	..	..	—39,408	..	..	..	..	..	..	—6	—42
Rohilkund and Kumaon . . .	..	..	..	..	..	..	..	..	..	—5	..
South Indian	—1	..	5,649	..	..	..	..	..	..	13	66
Total	—7	..	229,978	..	..	..	..	..	..	—119	34
2' 6" & 2' 0" GAUGES											
Bengal-Nagpur . . . . .	..	..	..	..	..	..	..	..	..	—5	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	—1	..
Eastern Bengal . . . . .	..	..	420	..	..	..	..	..	..	—5	..
Great Indian Peninsula . . .	..	..	..	..	..	..	..	..	..	..	..
North Western	3	..	52,996	..	..	..	..	..	..	—3	—3
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..	..
Total	3	..	53,416	..	..	..	..	..	..	—14	—3

equipment of Class I Railways during the year 1935-36—(By gauges).

ENGINES (EXCLUDING VEHICLES ON RAILWAY SERVICE).			GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE)						Railway Service vehicles, including Officers' carriages, inspection trolleys, Travelling cranes and Dummy Trucks.		Road Motors	Railway.
Engines.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons		Special wagons including brake vans (in units)				
2nd.	Inter.	3rd		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units)		
13	14	15	16	17	18	19	20	21	22	23	24	25
5' 6" GAUGE.												
—26	—65	—1,433	—9	355	7,711	—129	—2,423	—31	23	19	..	Bengal Nagpur.
298	—516	1,288	1	—142	—1,900	—61	—1,291	153	.	7	2	Bombay, Baroda and Central India.
—222	—1,342	—4,582	12	371	8,671	—15	—252	5	.	.	.	Eastern Bengal.
—156	—317	—1,474	—9	—771	—11,622	375	11,019	59	11	—23	..	East Indian.
184	—3	—541	—42	342	8,116	—112	—1,884	—112	—30	—23	—1	Great Indian Peninsula.
6	—24	288	—2	100	2,279	128	5,683	5	—11	—59	.	Madras and Southern Mahratta.
—108	..	—271	..	—8	—166	—39	—696	—2	1	—1	.	Nizam's State.
—164	—414	—6,951	—18	—97	—3,133	—43	—1,069	—31	9	—16	..	North Western.
80	..	.	.	.	.	.	.	16	.	14	.	South Indian.
—108	—2,681	—13,676	—67	150	9,956	104	9,087	62	3	—82	1	Total.
3' 3½" GAUGE.												
—6	18	—278	12	—18	—142	—20	—200	10	.	1	..	Assam-Pengal.
86	—36	580	..	—14	—163	107	2,370	149	.	.	..	Bengal and North-Western.
—12	..	—499	9	—8	72	—13	—265	71	..	3	.	Bombay, Baroda and Central India.
.	.	—3,695	—8	—58	—668	—100	—1,725	—149	.	—130	..	Burma.
—24	—90	—733	—13	354	8,209	59	1,138	12	.	—8	.	Eastern Bengal.
28	110	417	..	99	1,792	..	5	—12	—6	2	..	Jodhpur.
72	708	—1,012	..	—180	—458	—42	543	—36	—12	—11	..	Madras and Southern Mahratta.
—29	..	3	..	—1	—15	1	16	..	..	—1	..	Nizam's State.
..	.	—344	5	181	2,202	—5	—40	—1	..	15	.	Rohilkund and Kumaon.
262	..	540	7	—97	—761	—19	—133	10	—3	—7	..	South Indian.
327	710	—5,021	12	258	10,068	58	1,709	54	—21	—136	.	Total
2' 6" & 2' 0" GAUGES.												
..	..	—224	..	—1	53	—13	—129	..	..	..	..	Bengal Nagpur.
..	..	—710	.	9	129	..	..	..	..	.	.	Bombay, Baroda and Central India.
..	..	—116	..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	.	—1	..	Great Indian Peninsula.
—5	17	—94	..	10	261	—10	—95	—8	—1	—3	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—5	17	—1,144	..	18	443	—23	—224	—8	—1	—4	..	Total.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a) 8	Passengers carried	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
5' 6" GAUGE.									
Bengal-Nagpur	1934-35	20,8	103,3	1,539,0	14,524,5	16,187,6	552,8	23,8	114,0
	1935-36	21,2	106,1	1,520,9	14,838,6	16,495,8	521,7	24,5	117,4
Bombay, Baroda and Central India	1934-35	41,0	1,670,6	64,0	54,035,3	55,810,9	2,287,6	49,3	1,752,3
	1935-36	29,9	1,612,1	63,1	55,174,7	56,879,8	2,518,7	49,3	1,670,2
Eastern-Bengal	1934-35	42,8	180,7	1,328,0	24,938,0	26,489,5	1,058,4	47,6	196,1
	1935-36	40,3	204,1	1,404,8	26,358,2	28,007,4	1,005,7	45,1	220,0
East Indian	1934-35	55,3	374,2	3,631,1	52,587,9	56,651,5	2,527,6	64,8	408,6
	1935-36	55,7	367,1	3,644,1	52,990,9	57,057,8	2,506,3	65,4	402,9
Great Indian Peninsula	1934-35	59,2	829,4	88,2	47,073,6	48,050,4	2,000,8	72,0	876,0
	1935-36	55,9	770,7	90,3	48,440,5	49,357,4	2,066,9	68,7	817,1
Madras and Southern Mahratta	1934-35	8,5	69,1	157,9	14,003,7	14,239,2	3,906,0	16,9	111,0
	1935-36	11,0	114,0	281,9	16,715,4	17,122,3	937,4	17,2	144,5
Nizam's State	1934-35	3,7	30,6	2,1	3,111,6	3,148,0	343,4	5,7	44,1
	1935-36	3,8	28,4	2,4	3,021,4	3,056,0	333,6	6,0	39,8
North Western	1934-35	44,6	303,5	1,954,9	61,741,0	64,044,0	1,065,1	51,2	326,0
	1935-36	42,4	295,6	1,889,6	61,205,3	63,432,9	1,082,8	49,0	319,0
South Indian	1934-35	4,9	80,9	Nil	13,118,7	13,204,5	932,6	8,3	100,2
	1935-36	5,7	92,7	Nil	12,553,2	12,651,6	703,2	8,6	110,5
TOTAL 5' 6" GAUGE	1934-35	280,8	3,642,3	8,768,2	285,131,3	297,825,6	14,674,3	339,6	3,928,3
	1935-36	265,9	3,590,8	8,906,1	291,298,2	304,061,0	11,736,3	333,8	3,841,4
3' 3½" GAUGE									
Assam Bengal	1934-35	10,0	39,2	283,2	9,651,1	9,986,5	256,3	11,8	42,4
	1935-36	9,4	38,7	291,3	10,413,8	10,753,2	273,6	11,1	42,0
Bengal and North Western	1934-35	12,5	84,4	352,5	27,529,9	27,979,3	901,0	13,5	88,7
	1935-36	13,9	87,2	383,1	29,667,3	30,151,5	1,040,9	14,9	91,8
Bombay, Baroda and Central India	1934-35	11,2	82,3	10,5	20,413,7	20,547,7	2,473,4	17,2	122,5
	1935-36	8,6	82,5	8,8	20,426,0	20,526,8	2,525,7	14,6	124,3
Burma	1934-35	24,6	254,9	Nil	20,456,6	20,736,1	Nil	24,6	254,9
	1935-36	23,1	265,1	Nil	20,271,0	20,559,2	Nil	23,1	265,1

Class I Railways for the years 1934-35 and 1935-36.

(in hundreds). (a)				Passenger miles (in thousands). *					Railway. 20
Inter. 11	3rd. 12	Total 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
									5' 6" GAUGE.
1,562.5	15,040.1	16,740.4	19,124.9	5,412	16,524	63,473	717,642	803,051	Bengal Nagpur.
1,553.9	15,321.7	17,017.5	19,589.3	6,020	17,937	60,083	730,433	814,473	
69.7	56,227.2	58,098.5	82,033.2	8,386	38,437	11,421	1,093,318	1,151,562	Bombay, Baroda and Central India.
68.0	57,611.0	59,398.5	84,164.8	8,961	40,884	13,929	1,110,079	1,173,853	
1,378.0	25,926.2	27,547.9	36,578.5	3,776	10,953	36,795	612,669	664,193	Eastern Bengal.
1,451.4	27,296.6	29,013.1	39,368.2	3,817	11,766	35,375	615,288	666,246	
3,709.3	54,996.4	59,179.1	59,179.1	15,188	53,073	180,621	3,058,953	3,307,835	East Indian.
3,719.5	55,436.3	59,624.1	59,624.1	14,865	52,524	183,284	3,084,508	3,335,181	
127.3	48,975.9	50,051.2	50,667.4	16,510	48,750	21,277	1,617,932	1,704,469	Great Indian Peninsula.
129.9	50,408.6	51,424.3	52,058.5	16,910	50,128	22,450	1,733,129	1,822,617	
209.1	17,808.2	18,145.2	30,429.5	3,906	13,047	17,715	659,005	693,673	Madras and Southern Maharashtra.
292.8	17,605.2	18,059.7	30,533.2	4,070	17,128	18,470	643,869	683,537	
3.8	3,437.8	3,491.4	7,997.3	828	4,305	573	154,995	160,701	Nizam's State.
4.2	3,339.6	3,389.6	7,852.2	893	4,457	616	162,052	168,018	
1,985.3	62,716.6	65,109.1	65,886.0	12,171	45,072	103,141	2,778,592	2,938,976	North Western.
1,919.8	62,227.9	64,515.7	65,333.0	12,045	45,534	101,153	2,777,059	2,935,791	
Nil	14,028.6	14,137.1	57,720.9	1,017	6,714	Nil	310,718	318,479	South Indian.
Nil	13,235.7	13,354.8	52,317.3	1,307	8,711	Nil	323,976	333,994	
9,045.0	299,187.0	312,499.9		67,194	236,875	438,016	11,003,851	11,745,939	TOTAL 5' 6" GAUGE.
9,139.5	302,482.6	315,797.3		68,888	249,069	435,360	11,180,393	11,933,710	
									3' 3½" GAUGE.
296.2	9,892.4	10,242.8	10,242.8	958	2,119	13,197	218,569	265,173	Assam Bengal.
305.2	10,668.5	11,026.8	11,026.8	958	2,552	13,780	281,306	298,596	
366.0	28,115.1	28,883.3	28,883.3	1,401	6,781	21,311	1,019,512	1,049,038	Bengal and North Western.
400.0	30,685.7	31,192.4	31,192.4	1,506	7,190	23,838	1,096,215	1,128,749	
17.0	22,864.4	23,021.1	*	2,086	11,505	1,060	973,493	988,111	Bombay, Baroda and Central India.
14.3	22,899.3	23,052.5	*	2,093	12,354	821	976,946	992,214	
Nil	20,456.6	20,736.1	20,736.1	2,819	10,581	Nil	457,660	471,060	Burma.
Nil	20,271.0	20,559.2	20,559.2	2,715	10,924	Nil	468,352	481,991	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5' 6" gauge.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a) 8	Passen	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
3' 3½" GAUGE—concd									
Eastern Bengal . . .	1934-35	7,1	34,7	340,0	8,011,6	8,393,4	1,168,7	12,1	47,8
	1935-36	7,8	38,5	297,1	9,367,3	9,710,7	1,214,3	13,1	52,5
Jodhpur . . .	1934-35	2,2	21,1	117,0	3,303,4	3,443,7	346,8	3,4	28,3
	1935-36	2,3	24,7	151,8	3,900,2	4,079,0	368,7	3,7	32,9
Madras and Southern Mah- ratta.	1934-35	5,3	75,3	42,8	12,222,6	12,346,0	703,9	7,1	86,4
	1935-36	5,1	79,5	50,6	12,453,0	12,598,2	704,0	7,0	92,6
Nizam's State . . .	1934-35	2,8	37,6	Nil	4,485,5	4,525,9	200,4	3,3	40,7
	1935-36	2,5	30,1	Nil	4,413,3	4,445,9	160,8	2,9	32,7
Rohilkund and Kumaon	1934-35	3,2	18,5	55,6	6,358,4	6,435,7	187,7	4,3	23,5
	1935-36	3,0	18,3	58,0	6,340,3	6,419,6	208,1	3,9	23,6
South Indian . . .	1934-35	18,6	340,0	4,8	43,471,9	43,835,3	1,077,2	26,3	363,0
	1935-36	17,3	310,5	4,8	38,673,3	39,005,9	825,7	25,8	322,8
TOTAL 3' 3½" GAUGE	1934-35	97,5	988,0	1,206,4	155,937,7	158,229,6	7,318,4	123,6	1,098,2
	1935-36	93,0	975,1	1,245,5	155,926,4	158,240,0	7,321,8	120,1	1,080,3
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . .	1934-35	8	7,6	59,6	2,459,8	2,527,8	146,0	1,3	10,9
	1935-36	8	7,7	55,0	2,632,8	2,696,3	138,6	1,4	11,2
Bombay, Baroda and Central India.	1934-35	Nil	3,5	Nil	1,900,4	1,903,9	108,0	Nil	4,3
	1935-36	Nil	3,3	Nil	1,903,8	1,907,1	124,3	Nil	4,1
Eastern Bengal . . .	1934-35	..	2,1	4,2	586,2	592,5	96,3	1	2,6
	1935-36	..	2,2	2,1	568,4	572,7	66,3	..	2,7
Great Indian Peninsula	1934-35	*	1,1	*	692,0	693,1	82,6	*	1,4
	1935-36	*	1,2	*	716,9	718,1	85,2	*	1,6
North Western . . .	1934-35	2,3	9,0	24,6	916,4	952,3	162,1	3,8	13,5
	1935-36	2,4	9,7	22,5	952,0	986,6	161,3	3,8	14,5
South Indian . . .	1934-35	1	Nil	Nil	286,0	286,1	20,3	2	Nil
	1935-36	1	Nil	Nil	242,5	242,6	35,8	1,0	Nil
TOTAL 2' 6" AND 2' 0" GAUGES	1934-35	3,2	23,3	88,4	6,840,8	6,955,7	615,3	5,4	32,7
	1935-36	3,3	24,1	79,6	7,016,4	7,123,4	611,5	6,2	34,1
TOTAL CLASS J RAILWAYS	1934-35	381,5	4,653,6	10,063,0	447,912,8	463,010,9	22,608,0	468,6	5,059,2
	1935-36	362,2	4,590,0	10,231,2	454,241,0	469,424,4	19,669,6	460,1	4,955,8

*Included in the next column.

Class I Railways for the years 1934-35 and 1935-36—contd.

Passengers carried (in hundreds) (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
									20
									3' 3½" GAUGE—conold.
382,0	9,120,2	9,562,1	†	1,138	2,979	10,942	332,844	347,903	} Eastern Bengal.
338,3	10,521,1	10,925,0	†	1,238	3,104	10,187	367,363	381,892	
121,7	3,637,1	3,790,5	3,790,5	355	2,825	4,928	170,639	178,747	} Jodhpur.
157,0	4,251,1	4,447,7	4,447,7	428	3,218	5,735	187,903	197,284	
49,4	12,907,0	13,049,9	†	1,193	6,368	4,623	427,168	439,352	} Madras and Southern Mahratta.
56,7	13,135,9	13,292,2	†	1,411	11,623	5,252	483,314	501,600	
Nil	4,682,3	4,726,3	†	411	2,905	Nil	159,929	163,245	} Nizam's State.
Nil	4,571,1	4,606,7	†	363	2,760	Nil	163,607	166,730	
59,4	6,536,2	6,623,4	6,623,4	423	2,034	2,660	167,952	173,069	} Rohilkund and Kumaon.
62,0	6,538,2	6,627,7	6,627,7	400	2,004	2,607	168,901	173,912	
4,8	44,518,4	44,912,5	†	2,236	15,467	804	979,344	998,351	} South Indian.
4,9	39,478,1	39,831,6	†	2,325	17,207	774	903,778	924,084	
1,296,5	163,029,7	165,548,0		13,020	63,894	59,528	4,937,640	5,074,082	} TOTAL 3' 3½" GAUGE.
1,338,4	163,023,0	165,561,8		13,437	72,936	62,994	5,097,685	5,247,052	
									2' 6" AND 2' 0" GAUGES.
69,5	2,592,1	2,673,8	†	67	618	2,356	78,233	81,274	} Bengal-Nagpur.
65,0	2,757,3	2,834,9	†	70	607	2,206	80,784	83,667	
Nil	2,007,6	2,011,9	†	Nil	98	Nil	27,576	27,674	} Bombay, Baroda and Central India.
Nil	2,027,3	2,031,4	†	Nil	98	Nil	27,809	27,907	
5,1	681,0	688,8	†	..	34	45	5,999	6,078	} Eastern Bengal.
2,8	633,5	639,0	†	..	36	26	5,696	5,758	
*	774,3	775,7	†	*	36	*	12,339	12,375	} Great Indian Peninsula.
*	801,7	803,3	†	*	43	*	12,143	12,186	
28,9	1,068,2	1,114,4	†	228	758	853	33,046	34,885	} North Western.
27,3	1,102,3	1,147,9	†	216	831	909	33,660	35,616	
Nil	306,2	306,4	†	6	Nil	Nil	4,822	4,828	} South Indian.
Nil	277,4	278,4	†	163	Nil	Nil	7,235	7,398	
103,5	7,429,4	7,571,0		301	1,544	3,254	162,015	167,114	} TOTAL 2' 6" AND 2' 0" GAUGES.
95,1	7,599,5	7,734,9		449	1,615	3,141	167,327	172,532	
10,445,0	469,646,1	485, 18,9	479,802,9	80,515	302,313	500,798	16,103,509	16,987,135	} TOTAL CLASS I RAILWAYS.
0,573,0	473,105,1	489,094,0	484,694,4	82,774	323,620	501,495	16,445,405	17,353,294	

(a) See note (a) on page 93.

† Included under 5' 6" Gauge.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st.	2nd.	Inter.	3rd.	Total.
21	22	23	24	25	26	27
5' 6" GAUGE.						
Bengal Nagpur	1934-35	227·9	145·0	40·6	47·7	47·1
	1935-36	245·8	152·7	38·7	47·7	47·9
Bombay, Baroda and Central India	1934-35	170·1	21·9	207·0	19·4	19·9
	1935-36	181·6	24·5	204·9	19·3	19·8
Eastern Bengal	1934-35	79·4	55·9	26·7	23·6	24·1
	1935-36	84·7	53·5	24·4	22·5	23·0
East Indian	1934-35	234·0	130·0	49·0	56·0	56·0
	1935-36	227·0	130·0	49·0	56·0	56·0
Great Indian Peninsula	1934-35	229·2	55·6	167·2	33·0	34·1
	1935-36	246·0	61·3	172·9	34·4	35·4
Madras and Southern Mahratta	1934-35	231·1	117·5	84·7	37·0	38·2
	1935-36	236·6	118·5	63·1	36·6	37·8
Nizam's State	1934-35	144·5	97·6	150·9	45·1	46·0
	1935-36	148·5	112·1	147·3	48·5	49·6
North Western	1934-35	237·5	138·3	52·0	44·3	45·1
	1935-36	245·8	142·7	52·7	44·6	45·5
South Indian	1934-35	123·1	67·0	Nil	22·2	22·5
	1935-36	148·2	70·1	Nil	22·8	23·3
TOTAL 5' 6" GAUGE	1934-35	197·6	60·3	48·4	36·8	37·6
	1935-36	206·4	64·8	47·6	37·0	37·8
3' 3½" GAUGE.						
Assam Bengal	1934-35	81·6	57·8	44·6	25·1	25·9
	1935-36	85·9	60·8	45·2	26·3	27·1
Bengal and North Western	1934-35	103·8	76·4	58·2	35·9	36·3
	1935-36	101·4	78·8	59·6	35·7	36·2
Bombay, Baroda and Central India	1934-35	121·4	93·9	62·1	42·6	42·9
	1935-36	143·1	99·4	57·6	42·7	43·0
Burma	1934-35	114·7	41·5	Nil	22·4	22·7
	1935-36	117·6	41·2	Nil	23·1	23·4

* Columns 23 to 27.—For the purpose of these figures passengers travelling over to or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1934-35 and 1935-36—contd.

EARNINGS FROM PASSENGERS CARRIED INCL. REFUNDS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Ra.	Ra.	Ra.	Ra.	Ra.						5' 6" GAUGE.
5,20	7,54	12,49	1,21,41	1,46,64	18.4	8.76	3.78	3.25	3.51	Bengal-Nagpur.
5,68	8,08	12,38	1,22,64	1,48,78	18.1	8.65	3.96	3.22	3.51	
7,34	15,83	4,12	1,76,69	2,03,98	16.8	7.91	5.49	3.10	3.39	Bombay, Baroda and Central India.
7,61	16,81	4,01	1,78,65	2,07,08	16.3	7.89	5.53	3.08	3.38	
3,29	5,75	7,76	1,01,41	1,18,21	16.7	10.1	4.05	3.17	3.41	Eastern-Bengal.
3,32	6,10	7,19	1,00,87	1,17,48	16.7	9.95	3.90	3.14	3.38	
12,79	20,58	34,18	4,34,92	5,02,47	16.2	7.45	3.63	2.73	2.91	East Indian.
12,11	20,17	34,36	4,36,47	5,03,11	15.6	7.37	3.60	2.71	2.89	
16,28	23,26	7,17	2,73,80	3,20,51	18.9	9.16	6.47	3.25	3.61	Great Indian Peninsula.
16,71	24,02	7,46	2,85,26	3,33,45	19.0	9.20	6.38	3.16	3.51	
4,51	6,93	5,38	1,19,56	1,36,38	22.2	10.2	5.83	3.48	3.77	Madras and Southern Mahratta.
4,42	7,25	5,41	1,15,58	1,32,66	20.9	8.13	5.62	3.45	3.73	
84	2,18	18	27,46	30,66	19.5	9.73	6.14	3.40	3.66	Nizam's State.
91	2,23	19	28,50	31,83	19.7	9.58	6.08	3.38	3.64	
10,41	19,34	24,49	4,06,76	4,61,00	16.4	8.24	4.56	2.81	3.01	North Western.
10,31	19,59	23,99	4,08,59	4,62,51	16.5	8.26	4.55	2.82	3.02	
1,11	3,65	Nil	54,95	59,71	18.4	9.51	Nil	3.27	3.45	South Indian.
1,36	4,09	Nil	53,88	59,33	18.4	9.18	Nil	3.28	3.49	
61,77	1,05,06	95,77	17,16,96	19,79,56	17.7	8.52	4.20	3.00	3.24	TOTAL 5' 6" GAUGE
62,46	1,08,34	94,99	17,30,44	19,96,23	17.4	8.35	4.19	2.97	3.21	
1,29	1,57	3,32	48,31	54,49	25.8	12.3	4.80	3.72	3.94	3' 3 1/2" GAUGE. Assam Bengal.
1,28	1,61	3,44	51,27	57,60	25.6	12.1	4.77	3.49	3.69	
90	2,40	3,91	1,22,24	1,29,45	11.5	6.54	3.40	2.24	2.31	Bengal and North Western.
1,01	2,54	4,32	1,31,64	1,39,51	12.1	6.52	3.35	2.24	2.31	
2,08	5,92	25	1,67,66	1,75,91	19.2	9.88	4.55	3.31	3.42	Bombay, Baroda and Central India.
2,06	6,31	19	1,69,44	1,78,00	18.9	9.81	4.48	3.33	3.44	
2,83	4,60	Nil	80,99	88,42	19.3	8.34	Nil	3.39	3.60	Burma.
2,75	4,73	Nil	84,08	91,56	19.4	8.30	Nil	3.44	3.64	

12.—Statement of Passenger Revenue Statistics of Class I Railways

Railway. 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3½" GAUGE—concd.						
Eastern Bengal	1934-35	94.5	62.3	28.6	36.6	36.4
	1935-36	94.2	59.1	30.1	34.9	35.0
Jodhpur	1934-35	104.2	99.8	40.5	46.9	47.2
	1935-36	115.2	97.8	36.5	44.2	44.4
Madras and Southern Mahratta	1934-35	168.0	73.7	93.6	33.1	33.7
	1935-36	201.6	125.5	92.6	36.8	37.7
Nizam's State	1934-35	125.6	71.3	Nil	34.2	34.5
	1935-36	122.8	84.4	Nil	35.8	36.2
Rohilkund and Kumaon	1934-35	99.4	86.6	44.8	25.7	26.1
	1935-36	101.8	85.0	42.1	25.8	26.2
South Indian	1934-35	85.1	42.6	165.9	22.0	22.2
	1935-36	85.9	45.2	159.3	21.4	21.7
TOTAL 3' 3½" GAUGE	1934-35	105.0	58.2	45.9	30.3	30.7
	1935-36	111.9	67.5	47.1	31.3	31.7
2' 6" AND 2' 0" GAUGES						
Bengal-Nagpur	1934-35	62.4	56.4	33.9	30.2	30.4
	1935-36	51.0	54.0	33.9	29.3	29.5
Bombay, Baroda and Central India	1934-35	Nil	23.1	Nil	13.7	13.8
	1935-36	Nil	23.6	Nil	13.7	13.7
Eastern Bengal	1934-35	7.21	13.0	8.71	8.81	8.82
	1935-36	6.30	13.0	9.11	8.90	9.01
Great Indian Peninsula	1934-35	†	25.8	†	15.9	16.0
	1935-36	†	27.2	†	15.1	15.2
North-Western	1934-35	59.6	56.2	29.5	30.9	31.3
	1935-36	57.4	57.1	33.3	30.5	31.0
South Indian	1934-35	24.0	Nil	Nil	15.8	15.8
	1935-36	28.3	Nil	Nil	15.0	15.0
TOTAL 2' 6" AND 2' 0" GAUGES	1934-35	60.2	46.8	31.3	21.8	22.1
	1935-36	72.4	47.4	33.0	22.0	22.3
TOTAL CLASS I RAILWAYS	1934-35	171.7	59.8	47.9	34.3	35.0
	1935-36	179.9	65.3	47.4	34.8	35.5

* Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

for the years 1934-35 and 1935-36—concl'd.

EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
3' 3½" GAUGE—concl'd.										
99	1,56	2,31	55,06	59,92	16·6	9·95	4·01	3·16	3·28	} Eastern Bengal.
1,08	1,61	2,06	60,23	64,98	16·6	9·89	3·84	3·12	3·24	
42	1,63	1,28	33,55	36,88	22·7	11·1	4·98	3·78	3·96	} Jodhpur.
50	1,86	1,49	36,89	40,74	22·6	11·1	4·98	3·77	3·96	
1,22	3,42	1,43	78,57	84,64	19·6	10·3	5·94	3·53	3·70	} Madras and Southern Mahratta.
1,22	3,54	1,60	77,41	83,77	16·6	5·85	5·85	3·08	3·21	
36	1,18	Nil	24,83	26,37	16·6	7·76	Nil	2·98	3·10	} Nizam's State.
31	1,11	Nil	25,35	26,77	16·2	7·73	Nil	2·98	3·08	
45	1,02	59	21,90	23,96	20·4	9·66	4·27	2·50	2·66	} Rohilkund and Kumaon.
43	1,00	60	21,80	23,83	20·8	9·62	4·42	2·48	2·63	
2,67	7,27	32	1,73,23	1,83,49	18·2	8·71	7·63	3·33	3·45	} South Indian.
3,05	6,97	31	1,49,00	1,59,33	19·9	8·94	7·64	3·30	3·44	
13,21	30,57	13,41	8,06,34	8,63,53	19·5	9·19	4·33	3·14	3·27	} TOTAL 3' 3½" GAUGE.
13,69	31,28	14,01	8,07,11	8,66,09	19·6	8·23	4·27	3·04	3·17	
2' 6" AND 2' 0" GAUGES.										
7	29	49	11,93	12,78	18·4	8·99	4·01	2·93	3·02	} Bengal-Nagpur.
7	28	48	11,83	12,66	18·2	8·98	4·17	2·81	2·90	
Nil	9	Nil	4,55	4,64	Nil	16·3	Nil	3·17	3·22	} Bombay, Baroda and Central India.
Nil	8	Nil	4,62	4,70	Nil	15·5	Nil	3·10	3·23	
..	3	7	1,14	1,18	16·9	13·8	4·04	3·66	3·72	} Eastern Bengal.
..	3	.	1,05	1,08	15·2	14·1	3·55	3·55	3·61	
†	2	†	3,04	3,06	†	13·1	†	4·72	4·75	} Great Indian Peninsula.
†	3	†	2,69	2,92	†	13·3	†	4·53	4·61	
52	62	44	8,78	10,36	43·6	15·8	9·94	5·10	5·70	} North-Western.
50	73	50	8,76	10,49	44·1	17·0	10·5	5·00	5·65	
1	Nil	Nil	85	86	17·0	Nil	Nil	3·42	3·43	} South Indian.
2	Nil	Nil	77	79	19·6	Nil	Nil	3·41	3·43	
60	1,05	94	30,29	32,88	38·3	13·1	5·55	3·59	3·78	} TOTAL 2' 6" AND 2' 0" GAUGES.
59	1,15	98	29,92	32,64	25·2	13·7	5·99	3·43	3·63	
75,58	1,36,68	1,10,12	25,53,59	28,75,97	18·0	8·68	4·22	3·04	3·25	} TOTAL CLASS I RAILWAYS.
76,74	1,40,77	1,09,98	25,67,47	28,94,96	17·8	8·35	4·21	3·00	3·20	

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+ 6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur . . .	1934-35	4,973	1,188	791	667	6,205	13,824	1,297	15,121
	1935-36	5,046	1,211	875	804	6,926	14,862	1,570	16,432
Bombay, Baroda and Cen- tral India.	1934-35	1	Nil	13	274	2,606	2,894	2,136	5,030
	1935-36	1	Nil	12	260	2,556	2,829	2,116	4,945
Eastern Bengal . . .	1934-35	5	..	3	353	2,469	2,830	2,524	5,354
	1935-36	9	1	3	219	1,920	2,152	2,513	4,665
East Indian . . .	1934-35	8,067	2,186	1,607	1,168	7,172	20,200	3,575	23,775
	1935-36	8,035	2,065	1,497	944	7,891	20,432	3,702	24,134
Great Indian Peninsula . .	1934-35	707	69	552	1,002	4,476	6,806	3,272	10,078
	1935-36	778	69	551	1,043	4,560	7,001	3,249	10,250
Madras and Southern Maharatta.	1934-35	63	..	2	499	1,350	1,914	1,723	3,637
	1935-36	61	Nil	1	483	1,236	1,781	1,862	3,643
Nizam's State . . .	1934-35	311	269	143	181	385	1,289	513	1,802
	1935-36	310	247	186	270	309	1,331	486	1,817
North-Western (Commer- cial).	1934-35	20	1	20	1,971	6,126	8,138	4,114	12,252
	1935-36	12	1	20	1,916	6,908	8,857	4,227	13,084
North-Western (Military) .	1934-35	56	Nil	5	172	877	1,110	921	2,031
	1935-36	52	Nil	1	197	1,202	1,452	966	2,418
North-Western (Total) . .	1934-35	76	1	25	2,143	7,003	9,248	3,370	12,618
	1935-36	64	1	21	2,113	8,110	10,309	3,406	13,715
South Indian . . .	1934-35	12	Nil	1	194	1,059	1,266	607	1,873
	1935-36	19	Nil	2	246	1,315	1,582	523	2,105
TOTAL 5' 6" GAUGE . . .	1934-35	14,215	3,713	3,137	6,481	32,725	60,271	(a) 19,017	(a) 79,288
	1935-36	14,332	3,594	3,148	6,382	34,823	62,279	(a) 19,427	(a) 81,706
3' 3½" GAUGE.									
Assam-Bengal . . .	1934-35	29	1	12	355	1,122	1,519	364	1,883
	1935-36	28	2	10	105	1,113	1,258	335	1,593
Bengal and North Western	1934-35	7	Nil	52	567	3,076	3,702	1,512	5,214
	1935-36	7	Nil	44	634	3,151	3,836	1,384	5,220
Bombay, Baroda and Cen- tral India.	1934-35	1	Nil	6	336	1,170	1,513	2,116	3,629
	1935-36	1	Nil	8	317	1,184	1,510	2,183	3,693
Burma . . .	1934-35	45	Nil	203	1,455	2,472	4,175	Nil	4,175
	1935-36	50	Nil	208	1,223	2,502	3,983	Nil	3,983

(a) Columns 9 to 16 — In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1934-35 and 1935-36 (In thousands).

Tons carried (a).							Tons termi- nating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).	Total. (Columns 11+12+ 13+14+ 15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
5' 6" GAUGE.									
6,474	1,263	791	760	6,833	15,121	15,495	11,110	270	} Bengal-Nagpur.
6,561	1,353	878	897	7,743	16,432	16,789	12,101	330	
744	21	225	580	3,460	5,030	7,575	3,942	298	} Bombay, Baroda and Central India.
772	19	238	552	3,364	4,945	7,497	3,730	262	
1,141	142	283	430	3,358	5,354	6,287	4,223	571	} Eastern Bengal.
1,164	112	272	318	2,799	4,665	5,779	3,667	549	
8,829	2,553	1,607	1,787	8,999	23,775	23,775	16,244	1,203	} East Indian.
8,939	2,407	1,497	1,598	9,693	24,134	24,134	16,733	1,183	
1,486	353	839	1,586	5,814	10,078	10,115	7,278	737	} Great Indian Peninsula.
1,562	325	808	1,625	5,930	10,250	10,274	7,388	717	
188	191	356	883	2,019	3,637	5,582	2,718	303	} Madras and Southern Mah- ratta.
190	339	352	820	1,942	3,643	5,538	2,590	464	
336	268	143	412	643	1,802	2,238	728	313	} Nizam's State.
350	247	186	381	653	1,817	2,288	776	296	
1,081	1	1,067	2,415	7,688	12,252	†	10,414	†	} North-Western (Commer- cial).
1,079	1	1,027	2,386	8,591	13,084	†	11,117	†	
183	Nil	128	306	1,414	2,031	†	1,088	†	} North-Western (Military).
181	..	116	331	1,790	2,418	†	1,445	†	
1,114	1	1,065	2,406	8,032	12,618	12,730	11,502	155	} North-Western (Total).
1,105	1	1,028	2,383	9,198	13,715	13,823	12,562	163	
17	Nil	101	428	1,327	1,873	4,892	1,409	143	} South Indian.
23	Nil	136	422	1,524	2,105	5,209	1,610	85	
(a) 19,329	(a) 4,792	(a) 5,410	(a) 9,272	(a) 40,485	(a) 79,288		59,154	3,993	} TOTAL 5' 6" GAUGE.
(a) 19,666	(a) 4,803	(a) 5,395	(a) 8,996	(a) 42,846	(a) 81,706		61,187	4,049	
3' 3½" GAUGE.									
114	8	108	386	1,267	1,883	1,883	1,582	8	} Assam-Bengal.
103	11	91	134	1,254	1,593	1,593	1,261	11	
413	1	277	890	3,633	5,214	5,214	4,532	50	} Bengal and North-Western.
342	..	266	852	3,760	5,220	5,220	4,493	65	
258	74	217	713	2,367	3,629	*	2,151	748	} Bombay, Baroda and Cen- tral India.
282	83	215	677	2,436	3,693	*	2,086	797	
45	Nil	203	1,455	2,472	4,175	4,175	4,175	Nil	} Burma.
50	Nil	208	1,223	2,502	3,983	3,983	3,983	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+ 6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—concd.									
Eastern Bengal . . .	1934-35	1	Nil	5	167	892	1,065	1,227	2,292
	1935-36	Nil	Nil	7	280	881	1,168	1,124	2,292
Jodhpur . . .	1934-35	..	Nil	3	90	613	706	360	1,066
	1935-36	Nil	Nil	4	154	812	970	388	1,358
Madras and Southern Mah- ratta.	1934-35	23	14	154	455	1,082	1,728	834	2,562
	1935-36	7	13	119	448	1,097	1,684	731	2,415
Nizam's State . . .	1934-35	..	Nil	..	194	216	410	282	692
	1935-36	Nil	Nil	Nil	171	261	432	249	681
Rohilkund and Kumaon . .	1934-35	Nil	Nil	41	79	1,137	1,257	174	1,431
	1935-36	Nil	Nil	45	84	1,180	1,315	187	1,502
South Indian . . .	1934-35	81	Nil	121	772	2,200	3,174	378	3,552
	1935-36	79	Nil	15	710	2,243	3,047	469	3,516
TOTAL 3' 3½" GAUGE . .	1934-35	187	15	597	4,470	13,890	19,249	(a) 7,247	(a) 26,496
	1935-36	172	15	460	4,126	14,430	19,203	* (a) 7,050	(a) 26,253
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur . . .	1934-35	43	1	50	97	343	534	145	679
	1935-36	33	1	45	93	471	613	142	785
Bombay, Baroda and Cen- tral India.	1934-35	Nil	Nil	1	21	159	181	60	241
	1935-36	Nil	Nil	Nil	21	187	208	56	264
Eastern Bengal . . .	1934-35	..	Nil	Nil	..	3	3	1	4
	1935-36	Nil	Nil	Nil	Nil	2	2	1	3
Great Indian Peninsula . .	1934-35	Nil	Nil	Nil	15	80	95	67	162
	1935-36	Nil	Nil	Nil	13	64	77	73	150
North-Western (Commer- cial)	1934-35	59	Nil	18	72	106	255	122	377
	1935-36	70	.	14	74	96	254	129	383
North-Western (Military)	1934-35	..	..	3	1	25	29	37	66
	1935-36	Nil	..	2	1	41	44	40	84
North-Western (Total)	1934-35	59	..	21	73	131	284	139	423
	1935-36	70	..	16	75	137	298	148	446
South Indian . . .	1934-35	Nil	Nil	..	12	20	32	22	54
	1935-36	Nil	Nil	Nil	8	19	27	17	44
TOTAL 2' 6" & 2' 0" GAUGES	1934-35	102	1	72	218	736	1,129	(a) 434	(a) 1,563
	1935-36	103	1	61	210	880	1,255	(a) 437	(a) 1,692
TOTAL CLASS I RAILWAYS	1934-35	14,504	3,729	3,806	11,169	47,441	80,649	(a) 26,698	(a) 107,347
	1935-36	14,607	3,610	3,669	10,718	50,133	82,737	(a) 26,914	(a) 109,651

(a) Columns 9 to 16 — In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1934-35 and 1935-36 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—concl'd.
250	120	113	378	1,431	2,292	*	971	619	} Eastern Bengal.
264	90	115	384	1,439	2,292	*	1,019	532	
19	Nil	50	269	728	1,066	1,066	651	148	} Jodhpur.
23	5	60	258	1,012	1,358	1,358	923	151	
52	56	159	793	1,502	2,562	*	1,894	108	} Madras and Southern Mah-ratta.
35	25	123	718	1,514	2,415	*	1,865	81	
25	34	36	273	324	692	*	367	106	} Nizam's State.
29	1	33	244	374	681	*	410	70	
29	Nil	41	95	1,266	1,431	1,431	1,113	2	} Rohilkund and Kumaon.
26	Nil	45	97	1,334	1,502	1,502	1,180	2	
82	..	176	849	2,445	3,552	*	3,190	13	} South Indian.
79	..	163	804	2,470	3,516	*	3,260	13	
(a) 1,287	(a) 293	(a) 1,380	(a) 6,101	(a) 17,435	(a) 26,496		20,626	1,802	} TOTAL 3' 3½" GAUGE.
(a) 1,233	(a) 215	(a) 1,310	(a) 5,391	(a) 18,095	(a) 26,253		20,480	1,722	
									2' 6" AND 2' 0" GAUGES.
72	1	53	123	430	679	*	514	6	} Bengal-Nagpur.
59	2	47	119	558	785	*	490	7	
7	Nil	3	37	194	241	*	87	4	} Bombay, Baroda and Cen-tral India.
6	Nil	1	34	223	264	*	91	3	
..	Nil	Nil	..	4	4	*	2	Nil	} Eastern Bengal.
Nil	Nil	Nil	Nil	3	3	*	1	Nil	
16	Nil	Nil	29	117	162	*	104	Nil	} Great Indian Peninsula.
13	Nil	Nil	34	103	150	*	96	Nil	
72	Nil	18	87	200	377	*	199	†	} North-Western (Commer-cial).
83	..	14	95	191	383	*	205	†	
4	Nil	5	8	49	66	*	52	†	} North-Western (Military).
4	..	4	8	68	84	*	53	†	
73	Nil	21	93	236	423	*	251	†	} North-Western (Total).
85	..	16	102	243	446	*	258	†	
Nil	Nil	..	22	32	54	*	25	Nil	} South Indian.
Nil	Nil	Nil	14	30	44	*	20	Nil	
(a) 168	(a) 1	(a) 77	(a) 304	(a) 1,013	(a) 1,563		983	10	} TOTAL 2' 6" & 2' 0" GAUGES.
(a) 163	(a) 2	(a) 64	(a) 303	(a) 1,160	(a) 1,692		956	10	
(a) 20,784	(a) 5,086	(a) 6,867	(a) 15,677	(a) 58,933	(a) 107,347	102,458	80,763	5,805	} TOTAL CLASS I RAILWAYS.
(a) 21,062	(a) 5,020	(a) 6,778	(a) 14,690	(a) 62,101	(a) 109,651	104,987	82,623	5,781	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey
 * Shown under 5' 6" gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5' 6" GAUGE.							
Bengal-Nagpur	1934-35	762,414	327,103	154,829	144,915	1,217,942	2,607,203
	1935-36	710,651	376,209	165,892	174,278	1,519,971	2,947,001
Bombay, Baroda and Central India.	1934-35	231,492	5,333	65,433	125,150	574,211	1,001,719
	1935-36	238,679	4,902	58,654	113,133	586,770	1,002,138
Eastern Bengal	1934-35	85,730	23,337	40,266	53,418	395,849	598,600
	1935-36	83,613	18,376	38,081	34,504	322,434	497,008
East Indian	1934-35	2,275,199	1,274,767	409,620	577,218	1,469,921	6,006,725
	1935-36	2,249,473	1,199,142	385,075	485,447	1,569,388	5,888,525
Great Indian Peninsula	1934-35	407,523	129,931	272,193	500,846	1,198,860	2,509,403
	1935-36	440,735	122,039	245,919	468,426	1,247,943	2,525,062
Madras and Southern Mahratta	1934-35	27,674	106,900	98,851	153,965	306,377	693,767
	1935-36	28,771	192,390	104,787	155,042	310,095	791,085
Nizam's State	1934-35	66,023	29,885	18,885	74,583	87,379	276,755
	1935-36	67,945	25,189	16,306	71,071	86,009	266,520
North-Western (Commercial)	1934-35	230,550	60	385,739	533,047	1,185,651	2,335,056
	1935-36	234,555	13	360,159	466,126	1,311,595	2,372,448
North-Western (Military)	1934-35	16,115	..	20,062	25,013	127,323	188,513
	1935-36	16,400	2	17,950	26,849	143,249	204,450
North-Western (Total)	1934-35	246,674	60	405,801	558,060	1,312,974	2,523,569
	1935-36	250,955	15	378,109	492,975	1,454,844	2,576,898
South Indian	1934-35	1,874	..	17,981	41,266	118,513	179,634
	1935-36	2,408	..	23,923	47,265	134,197	207,791
TOTAL 5' 6" GAUGE	1934-35	4,104,603	1,897,416	1,483,909	2,229,421	6,682,026	16,397,375
	1935-36	4,073,228	1,938,262	1,416,746	2,042,141	7,231,651	16,702,028
3' 3½" GAUGE							
Assam-Pengal	1934-35	12,341	1,315	15,144	55,358	201,142	285,300
	1935-36	11,597	2,227	12,388	19,561	201,682	247,455
Bengal and North Western	1934-35	53,476	66	41,247	99,986	463,331	658,106
	1935-36	46,339	Nil	41,346	91,952	455,355	634,992
Bombay, Baroda and Central India	1934-35	37,399	14,029	53,851	162,719	415,471	633,469
	1935-36	40,198	17,508	47,177	142,545	445,426	692,854
Burma	1934-35	23,751	Nil	40,724	230,226	381,783	676,484
	1935-36	26,211	6	43,485	177,412	395,426	642,540

for the years 1934-35 and 1935-36 (In thousands)—contd

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	
							5' 6" GAUGE.
140	259	196	191	178	163	173	} Bengal Nagpur.
129	278	189	194	196	158	180	
311	251	291	216	171	309	203	} Bombay, Baroda and Central India.
309	259	246	205	182	308	208	
76	165	142	124	118	85	112	} Eastern Bengal.
72	164	140	108	115	80	107	
258	499	255	323	165	312	253	} East Indian.
252	498	257	304	162	304	244	
274	368	324	316	208	292	250	} Great Indian Peninsula.
282	375	304	288	210	298	247	
147	560	278	174	152	355	191	} Madras and Southern Mahratta.
151	568	298	189	160	418	217	
197	111	132	181	136	159	164	} Nizam's State.
194	102	88	186	133	156	147	
213	58	362	221	160	213	195	} North Western (Commercial).
217	20	351	195	157	217	185	
88	Ntl	157	82	92	88	94	} North Western (Military).
90	30	155	81	82	90	86	
222	58	381	232	170	221	205	} North Western (Total).
227	21	368	207	163	227	192	
110	..	179	96	89	110	96	} South Indian.
103	28	177	112	88	103	99	
*212	*396	*274	*240	*165	*249	*207	} TOTAL 5' 6" GAUGE.
*207	*404	*263	*227	*169	*246	*204	
							3' 3½" GAUGE.
109	172	140	143	159	113	152	} Assam-Bengal.
113	196	137	145	161	121	155	
129	123	149	112	128	129	126	} Bengal and North Western.
136	3	156	108	121	136	122	
145	191	248	228	176	155	188	} Bombay, Baroda and Central India.
143	211	219	211	183	158	188	
532	Ntl	200	158	155	532	162	} Burma.
526	215	208	145	158	526	161	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

FIGURES

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3' 3½" GAUGE—concd.							
Eastern Bengal	1934-35	30,838	17,553	12,021	38,445	149,017	247,879
	1935-36	30,922	12,904	11,863	42,342	154,361	252,392
Jodhpur	1934-35	3,786	Nil	11,014	57,467	71,606	143,873
	1935-36	4,984	670	13,922	50,265	98,875	168,716
Madras and Southern Mahratta	1934-35	5,669	14,704	31,648	139,366	234,782	426,169
	1935-36	3,728	7,279	20,733	126,144	231,453	392,337
Nizam's State	1934-35	4,957	6,216	6,956	37,244	34,928	90,301
	1935-36	5,582	256	6,412	34,864	57,588	84,702
Robilkund and Kumaon	1934-35	1,375	Nil	1,096	6,033	91,468	99,972
	1935-36	1,239	Nil	1,174	5,924	92,052	100,389
South Indian	1934-35	5,943	6	22,915	83,864	192,572	205,300
	1935-36	5,255	16	32,072	80,503	181,291	209,137
TOTAL 3' 3½" GAUGE	1934-35	179,535	53,894	236,616	910,708	2,236,100	3,616,553
	1935-36	176,055	40,866	230,572	771,512	2,296,509	3,515,514
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1934-35	6,340	131	6,518	8,932	22,514	44,435
	1935-36	4,650	173	5,000	8,309	26,340	44,562
Bombay, Baroda and Central India.	1934-35	213	Nil	136	985	3,475	4,809
	1935-36	185	Nil	29	866	4,522	5,602
Eastern Bengal	1934-35	..	Nil	Nil	1	66	67
	1935-36	Nil	Nil	Nil	1	63	64
Great Indian Peninsula	1934-35	544	Nil	Nil	1,421	3,997	5,962
	1935-36	496	Nil	Nil	1,520	3,639	5,655
North Western (Commercial)	1934-35	2,165	1	694	3,241	9,014	15,115
	1935-36	2,393	..	621	3,627	8,985	15,626
North Western (Military)	1934-35	217	..	442	549	3,093	4,301
	1935-36	187	..	303	614	4,009	5,113
North Western (Total)	1934-35	2,382	1	1,136	3,790	12,107	19,416
	1935-36	2,580	..	924	4,241	12,994	20,739
South Indian	1934-35	Nil	Nil	2	699	970	1,671
	1935-36	Nil	Nil	1	483	931	1,415
TOTAL 2' 6" & 2' 0" GAUGES	1934-35	9,479	132	7,792	15,828	43,129	76,360
	1935-36	7,611	173	6,044	15,420	48,480	78,037
TOTAL CLASS I RAILWAYS	1934-35	4,293,617	1,951,442	1,728,317	3,155,957	8,961,255	20,090,688
	1935-36	4,257,194	1,979,301	1,653,362	2,829,073	9,576,049	20,295,579

for the years 1934-35 and 1935-36 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
123	147	106	102	104	131	108	} 3' 3½" GAUGE—concll. Eastern Bengal.
117	143	103	110	107	124	110	
196	Nil	221	213	98	196	136	} Jodhpur.
222	131	231	196	98	205	124	
109	263	199	176	156	189	166	} Madras and Southern Mahratta.
106	291	169	175	155	183	162	
197	185	195	136	108	190	131	} Nizam's State.
193	185	196	143	101	193	125	
48	Nil	26	63	72	48	70	} Rohilkund and Kumaon.
48	Nil	26	61	69	48	67	
73	52	130	99	79	73	86	} South Indian
67	84	197	100	73	67	85	
*139	*184	*171	*149	*128	*148	*137	} TOTAL 3' 3½" GAUGE.
*143	*190	*175	*143	*127	*150	*134	
							2' 6" AND 2' 0" GAUGES.
88	122	123	73	52	88	65	} Bengal-Nagpur
78	107	108	70	47	79	57	
31	Nil	47	27	18	31	20	} Bombay, Baroda and Central India.
32	Nil	35	25	20	32	21	
..	Nil	Nil	18	18	..	18	} Eastern Bengal.
Nil	Nil	Nil	11	19	..	19	
35	Nil	Nil	49	34	35	37	} Great Indian Peninsula.
39	Nil	Nil	44	35	39	38	
30	40	39	37	46	30	41	} North Western (Commercial)
29	Nil	44	38	47	29	41	
58	Nil	81	72	63	58	65	} North Western (Military).
44	Nil	72	75	60	44	61	
33	40	54	41	52	33	46	} North Western (Total).
31	Nil	57	42	54	31	47	
Nil	Nil	21	32	31	Nil	31	} South Indian.
Nil	Nil	19	34	31	Nil	32	
*56	*132	*101	*52	*43	*57	*49	} TOTAL 2' 6" AND 2' 0" GAUGES.
*49	*87	*94	*51	*42	*49	*46	
*207	*384	*252	*201	*152	*241	*187	} TOTAL CLASS RAILWAYS.
*202	*394	*244	*193	*154	*239	*185	

*Columns 29 to 36.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
		39	40	41	42	43	44
37	38						
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1934-35	1,31,44	41,76	19,76	74,05	3,14,20	5,81,21
	1935-36	1,27,70	47,50	21,18	87,36	3,55,06	6,38,80
Bombay, Baroda and Central India	1934-35	29,92	59	6,14	52,25	3,09,76	3,98,66
	1935-36	29,78	52	5,50	48,41	3,21,08	4,05,29
Eastern Bengal	1934-35	19,46	3,50	5,88	18,62	1,63,48	2,10,94
	1935-36	19,01	2,79	5,74	14,69	1,45,00	1,87,23
East Indian	1934-35	3,82,84	1,62,76	53,07	1,58,00	5,14,20	12,70,87
	1935-36	3,69,71	1,48,83	49,62	1,33,17	5,53,40	12,54,73
Great Indian Peninsula	1934-35	55,57	15,80	31,75	1,73,53	5,49,12	8,25,77
	1935-36	58,49	14,64	28,01	1,79,99	5,63,72	8,44,85
Madras and Southern Mahratta	1934-35	6,30	10,55	12,21	70,49	1,50,62	2,50,17
	1935-36	6,51	19,66	13,80	62,60	1,47,92	2,50,49
Nizam's State	1934-35	14,80	6,68	2,34	25,84	46,06	95,72
	1935-36	14,75	5,65	2,15	25,20	44,83	92,58
North Western (Commercial)	1934-35	28,88	1	42,21	2,20,93	5,90,38	8,82,41
	1935-36	29,36	..	37,92	2,02,80	6,48,68	9,18,76
North Western (Military)	1934-35	2,03	..	2,22	10,46	58,04	72,75
	1935-36	2,07	..	1,88	11,76	58,31	74,02
North Western (Total)	1934-35	30,91	1	44,43	2,31,39	6,48,42	9,55,16
	1935-36	31,43	..	39,80	2,14,56	7,06,99	9,92,78
South Indian	1934-35	57	Nil	2,28	24,54	70,30	97,69
	1935-36	71	Nil	3,71	27,61	76,04	1,08,07
TOTAL 5' 6" GAUGE	1934-35	6,71,81	2,41,65	1,77,86	8,28,71	27,66,16	46,86,19
	1935-36	6,58,09	2,39,59	1,69,51	7,93,59	29,14,04	47,74,82
3' 3½" GAUGE.							
Assam-Bengal	1934-35	3,56	20	1,95	25,40	82,50	1,13,61
	1935-36	3,21	29	1,64	8,54	81,60	95,28
Bengal and North Western	1934-35	12,77	1	5,60	48,17	1,51,94	2,18,49
	1935-36	10,63	..	5,64	47,44	1,52,22	2,15,93
Bombay, Baroda and Central India	1934-35	5,57	1,72	5,05	61,08	2,23,83	2,97,25
	1935-36	5,86	2,02	4,42	53,79	2,34,88	3,00,97
Barma	1934-35	5,08	Nil	5,24	1,07,81	1,47,22	2,65,35
	1935-36	5,61	Nil	5,62	86,79	1,51,55	2,49,57

for the years 1934-35 and 1935-36 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	
							5' 6" GAUGE.
3.21	2.45	2.45	9.79	4.90	2.98	4.23	} Bengal-Nagpur.
3.35	2.42	2.45	9.60	4.45	3.03	4.12	
2.48	2.09	1.80	8.02	10.3	2.47	7.64	} Bombay Baroda and Central India.
2.40	2.04	1.80	8.22	10.5	2.39	7.76	
4.36	2.88	2.81	6.69	7.93	4.04	6.77	} Eastern Bengal.
4.37	2.91	2.89	8.18	8.63	4.10	7.23	
3.23	2.45	2.49	5.26	6.71	2.95	4.06	} East Indian.
3.15	2.38	2.47	5.27	6.76	2.88	4.09	
2.62	2.33	2.24	6.65	8.79	2.55	6.32	} Great Indian Peninsula.
2.55	2.30	2.19	7.38	8.67	2.49	6.42	
4.37	1.89	2.37	8.79	9.44	2.40	6.92	} Madras and Southern Mahratta.
4.34	1.96	2.53	7.75	9.16	2.27	6.08	
4.30	4.29	2.38	6.65	10.1	4.30	6.64	} Nizam's State.
4.17	4.30	2.54	6.81	10.0	4.20	6.67	
2.40	1.54	2.10	7.96	9.55	2.40	7.25	} North Western (Commercial).
2.40	2.82	2.02	8.35	9.49	2.40	7.43	
2.42	Nil	2.12	8.03	8.74	2.42	7.40	} North Western (Military).
2.42	2.73	2.01	8.41	7.80	2.42	6.94	
2.40	1.54	2.10	7.96	9.47	2.40	7.26	} North Western (Total).
2.40	2.82	2.02	8.34	9.32	2.40	7.40	
5.85	Nil	2.43	11.4	11.3	5.85	10.4	} South Indian.
5.24	2.33	2.48	11.2	10.1	5.24	9.44	
3.14	2.45	2.30	7.14	7.95	2.92	5.49	} TOTAL 5' 6" GAUGE.
3.10	2.37	2.30	7.46	7.74	2.87	5.49	
							3' 3½" GAUGE.
5.37	2.94	2.32	8.75	7.83	5.14	7.59	} Assam Bengal.
5.15	2.44	2.41	8.36	7.72	4.71	7.33	
4.59	2.59	2.61	9.25	6.30	4.58	6.37	} Bengal and North Western.
4.40	1.26	2.62	9.91	6.42	4.40	6.53	
2.86	2.36	1.80	7.21	10.3	2.72	8.35	} Bombay, Baroda and Central India.
2.80	2.21	1.80	7.24	10.1	2.62	8.34	
4.11	Nil	2.47	8.98	7.40	4.11	7.52	} Burma.
4.11	2.48	2.48	9.38	7.35	4.11	7.45	

13.—Statement of Goods Revenue Statistics of Class I. Railways

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Column 39+40+41+42+43)
37	38	39	40	41	42	43	44
3' 3½" GAUGE—concd.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1934-35	6,98	2,62	1,73	13,98	82,42	1,07,73
	1935-36	6,99	1,94	1,79	18,24	81,81	1,10,77
Jodhpur	1934-35	53	Nil	1,27	19,46	38,16	59,42
	1935-36	60	8	1,53	17,91	42,51	62,63
Madras and Southern Mahratta	1934-35	1,88	2,12	3,60	78,59	1,22,75	*2,08,94
	1935-36	1,10	82	3,05	71,85	1,20,07	*1,96,89
Nizam's State	1934-35	1,18	1,02	91	16,76	24,37	44,24
	1935-36	1,35	4	84	16,06	25,73	44,02
Rohilkund and Kumaon	1934-35	24	Nil	14	3,81	36,24	40,43
	1935-36	22	Nil	15	4,30	35,90	40,57
South Indian	1934-35	1,79	Nil	3,04	49,57	1,12,27	1,66,67
	1935-36	1,58	..	4,16	46,70	1,02,65	1,55,09
TOTAL 3' 3½" GAUGE	1934-35	39,58	7,69	28,53	4,24,63	10,21,70	15,22,13
	1935-36	37,15	5,19	28,84	3,71,62	10,28,92	14,71,72
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1934-35	1,77	2	83	4,71	10,41	17,74
	1935-36	1,33	2	65	4,40	10,75	17,15
Bombay, Baroda and Central India	1934-35	9	Nil	1	1,08	3,43	4,61
	1935-36	7	Nil	Nil	1,07	3,92	5,06
Eastern Bengal	1934-35	Nil	Nil	Nil	..	6	6
	1935-36	Nil	Nil	Nil	Nil	5	5
Great Indian Peninsula	1934-35	12	Nil	Nil	87	4,09	5,08
	1935-36	15	Nil	Nil	1,05	4,18	5,38
North Western (Commercial)	1934-35	52	Nil	18	2,94	11,56	15,20
	1935-36	58	Nil	18	3,49	10,43	14,68
North Western (Military)	1934-35	4	..	9	37	1,99	2,49
	1935-36	3	..	6	44	2,94	3,47
North Western (Total)	1934-35	56	..	27	3,31	13,55	17,69
	1935-36	61	..	24	3,93	13,37	18,15
South Indian	1934-35	Nil	Nil	..	44	88	132
	1935-36	Nil	Nil	Nil	30	79	1,09
TOTAL 2' 6" & 2' 0" GAUGES	1934-35	2,54	2	1,11	19,41	32,41	46,49
	1935-36	2,16	2	89	10,75	33,06	46,88
TOTAL CLASS I RAILWAYS	1934-35	7,13,93	2,49,36	2,07,50	12,63,75	38,20,27	62,54,81
	1935-36	6,97,40	2,44,80	1,99,24	11,75,96	39,76,02	62,93,42

* Includes Mormugao Harbour receipt.

for the years 1934-35 and 1935-36 (In thousands)—concl'd.

Average rate (in pice) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3' 3½" GAUGE—concl'd.
4.20	2.73	2.69	6.85	10.3	3.67	8.12	} Eastern Bengal.
4.20	2.66	2.86	8.23	9.94	3.75	8.25	
2.71	Nil	2.21	6.50	10.2	2.71	7.93	} Jodhpur.
2.33	2.14	2.11	6.84	8.26	2.31	7.13	
6.37	2.77	2.18	10.8	10.0	3.77	9.41	} Madras and Southern Mahratta.
5.67	2.16	2.82	10.9	9.83	3.35	9.64	
4.57	3.16	2.50	8.64	13.4	3.79	9.41	} Nizam's State.
4.63	3.22	2.50	8.85	13.1	4.57	9.98	
3.31	Nil	2.45	12.1	7.61	3.31	7.76	} Rohilkund and Kumaon.
3.48	Nil	2.45	13.9	7.49	3.48	7.76	
5.78	2.64	2.54	11.3	11.0	5.77	10.4	} South Indian.
5.79	2.42	2.40	11.1	10.7	5.78	9.83	
4.23	2.74	2.32	8.95	8.77	3.89	8.08	} TOTAL 3' 3½" GAUGE.
4.05	2.44	2.40	9.25	8.60	3.75	8.04	
							2' 6" AND 2' 0" GAUGES.
5.35	2.45	2.45	10.1	8.88	5.29	7.66	} Bengal Nagpur.
5.51	2.45	2.45	10.2	7.83	5.40	7.30	
7.62	Nil	1.80	21.1	19.0	7.62	18.4	} Bombay, Baroda and Central India.
7.52	Nil	1.80	23.7	16.6	7.52	17.3	
..	Nil	Nil	20.4	13.7	..	13.8	} Eastern Bengal.
..	Nil	Nil	15.1	15.9	..	15.9	
4.28	Nil	Nil	11.8	19.6	4.28	16.3	} Great Indian Peninsula.
5.61	Nil	Nil	13.3	22.1	5.61	18.3	
4.56	1.98	4.91	17.4	24.6	4.56	19.3	} North Western (Commercial).
4.60	Nil	5.70	18.5	22.3	4.60	18.0	
3.59	Nil	3.95	13.0	12.3	3.59	11.1	} North Western (Military).
3.69	Nil	3.74	13.7	14.1	3.69	13.0	
4.48	1.98	4.53	16.8	21.4	4.47	17.5	} North Western (Total).
4.54	Nil	5.06	17.8	19.7	4.54	16.8	
Nil	Nil	2.56	12.0	17.6	Nil	15.2	} South Indian.
Nil	Nil	3.02	11.9	16.4	Nil	14.9	
5.14	2.91	2.74	12.6	14.4	5.11	11.7	} TOTAL 2' 6" & 2' 0" GAUGES.
5.24	2.22	2.83	13.4	13.1	5.18	11.5	
3.19	2.45	2.31	7.69	8.19	2.96	5.98	} TOTAL CLASS I RAILWAYS.
3.15	2.37	2.31	7.98	7.97	2.90	5.95	

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1934-35	2,32,224	7,82,26	30,715	589.1	6.29
	1935-36	2,33,116	8,43,45	33,162	634.2	6.34
Bombay, Baroda and Central India	1934-35	2,16,545	6,63,97	52,713	1,010.9	7.21
	1935-36	2,17,023	6,77,25	53,828	1,029.7	8.03
Eastern Bengal	1934-35	2,57,938	3,75,59	41,908	803.7	5.08
	1935-36	2,59,151	3,50,80	38,959	745.1	4.85
East Indian	1934-35	3,19,235	18,87,84	41,791	801.5	6.40
	1935-36	3,20,917	18,86,37	41,753	798.6	6.30
Great Indian Peninsula	1934-35	2,97,004	12,66,53	35,643	683.6	5.82
	1935-36	2,95,585	13,10,90	36,980	707.0	6.01
Madras and Southern Mahratta	1934-35	1,82,824	4,30,27	37,184	713.1	6.85
	1935-36	1,83,638	4,23,39	36,588	699.8	6.51
Nizam's State	1934-35	1,09,800	1,38,49	20,036	384.3	7.63
	1935-36	1,10,097	1,36,31	19,721	377.2	7.79
North Western (Commercial)	1934-35	2,25,052	14,28,72	29,432	564.5	7.23
	1935-36	2,25,673	14,82,95	30,596	585.2	7.30
North Western (Military)	1934-35	1,98,558	1,21,93	8,652	165.9	4.75
	1935-36	1,98,057	1,29,06	9,139	174.8	4.95
North Western (Total)	1934-35	2,18,517	15,50,65	24,756	474.8	6.99
	1935-36	2,18,846	16,12,01	25,755	492.6	7.04
South Indian	1934-35	1,77,242	1,71,29	27,224	522.1	5.30
	1935-36	1,77,404	1,82,11	27,356	523.2	5.04
TOTAL 5' 6" GAUGE	1934-35		72,66,89	33,675	645.8	6.42
	1935-36		74,22,59	34,361	657.2	6.42
3' 3½" GAUGE.						
Assam-Bengal	1934-35	1,93,238	1,92,08	13,878	266.2	4.94
	1935-36	1,94,487	1,71,74	12,540	239.8	4.29
Bengal and North Western	1934-35	1,01,080	3,46,36	15,086	289.0	4.00
	1935-36	1,01,961	3,56,19	15,554	298.0	4.00
Bombay, Baroda and Central India	1934-35	‡	5,02,25	22,742	436.1	6.32
	1935-36	‡	5,07,50	22,993	439.6	6.30
Burma	1934-35	1,65,930	3,78,33	18,345	351.8	5.10
	1935-36	1,65,440	3,61,51	17,527	335.2	4.75

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

‡ Included in 5' 6" Gauge.

of Class I Railways rated against selected units for the years 1934-35 and 1935-36.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked. §	Net earnings per train mile. §	Railway.
8	9	10	11	12	13	14
5' 6" GAUGE.						
5,37,00	402.9	4.30	2,45,26	9,704.6	1.99	} Bengal-Nagpur.
5,68,95	425.8	4.26	2,74,50	10,901.3	2.08	
4,00,42	609.7	4.77	2,63,55	20,923.5	3.14	} Bombay, Baroda and Central India.
3,75,17	570.5	4.45	3,02,08	24,009.3	3.58	
2,97,15	636.4	4.02	78,44	8,725.9	1.06	} Eastern Bengal.
3,09,83	658.6	4.29	40,97	4,521.5	0.56	
11,80,76	501.1	4.00	7,07,08	15,664.4	2.40	} East Indian.
11,80,31	499.5	3.94	7,06,06	15,636.7	2.36	
9,14,35	493.5	4.20	3,52,18	9,911.1	1.62	} Great Indian Peninsula.
9,17,90	494.9	4.21	3,93,00	11,086.4	1.80	
2,60,26	431.4	4.14	1,70,01	14,692.2	2.71	} Madras and Southern Mahratta.
2,59,47	428.9	3.99	1,63,92	14,165.0	2.52	
69,61	193.1	3.83	68,88	9,966.0	3.80	} Nizam's State.
69,96	193.6	4.00	66,35	9,598.9	3.79	
10,01,57	**395.7	**5.10	4,27,15	**8,799.2	**2.18	} North Western (Commercial).
9,50,68	375.1	4.68	5,32,27	10,981.8	2.62	
1,71,13	232.9	6.66	—49,20	—3,491.9	**—1.91	} North Western (Military)
1,88,82	255.7	7.24	—59,76	—4,232.0	—2.29	
11,72,70	**359.1	**5.29	3,77,95	**6,033.7	**1.70	} North Western (Total).
11,39,50	348.2	4.98	4,72,51	7,549.3	2.06	
92,15	280.9	2.85	79,14	12,577.5	2.45	} South Indian.
1,01,51	291.6	2.81	80,60	12,108.0	2.23	
49,24,40	437.4	4.35	23,42,49	10,868.2	2.07	} TOTAL 5' 6" GAUGE.
49,22,80	435.5	4.25	24,99,99	11,588.4	2.16	
3' 3½" GAUGE.						
1,36,10	180.7	3.47	55,98	4,132.0	1.46	} Assam Bengal.
1,39,54	192.5	3.44	32,20	2,476.3	0.84	
1,58,05	132.0	2.00	1,88,31	8,224.0	2.00	} Bengal and North Western.
1,67,24	139.0	2.00	1,88,95	8,281.0	2.00	
2,73,80	237.8	3.45	2,28,45	10,344.1	2.87	} Bombay, Baroda and Central India.
2,80,17	242.9	3.48	2,27,33	10,299.5	2.82	
2,85,12	263.0	3.81	93,21	4,680.9	1.29	} Burma.
2,83,86	261.0	3.70	78,15	3,879.3	1.05	

but while calculating working results in columns 8, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

** Revised figures.

14.—Statement of Revenue Earnings and Expenses of Class I

Railway.	Year.	Capital at charge.*	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
		Capital outlay† per route mile.				
1	2	3	4	5	6	7
3' 3½" GAUGE—concl'd.						
Eastern Bengal	1934-35	†	1,81,26	16,614	318.6	4.56
	1935-36	†	1,92,00	17,630	337.2	4.44
Jodhpur	1934-35	51,396	1,07,11	10,985	210.7	5.99
	1935-36	48,270	1,13,76	11,005	210.5	5.54
Madras and Southern Mahratta	1934-35	†	₹3,26,62	15,235	292.2	4.45
	1935-36	†	₹3,15,96	14,804	283.1	4.37
Nizam's State	1934-35	†	75,50	11,443	219.5	4.98
	1935-36	†	75,61	11,460	219.2	5.21
Rohilkund and Kumaon	1934-35	78,841	69,80	12,421	238.0	4.00
	1935-36	80,011	70,37	12,522	241.0	4.00
South Indian	1934-35	†	3,78,75	20,673	6.5	3.84
	1935-36	†	3,43,56	19,155	366.4	3.48
TOTAL 3' 3½" GAUGE	1934-35		25,58,06	16,817	322.5	4.72
	1935-36		25,08,20	16,472	315.1	4.53
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1934-35	†	32,71	3,531	67.7	1.92
	1935-36	†	32,14	3,470	66.4	1.87
Bombay, Baroda and Central India	1934-35	†	9,78	4,363	83.7	2.48
	1935-36	†	10,23	4,556	86.8	2.53
Eastern Bengal	1934-35	†	1,29	3,490	66.9	1.10
	1935-36	†	1,20	3,249	62.1	1.09
Great Indian Peninsula	1934-35	†	8,54	3,493	67.0	1.78
	1935-36	†	8,74	3,576	68.4	1.68
North Western (Commercial)	1934-35	†	28,42	7,459	143.1	3.17
	1935-36	†	28,32	7,433	142.2	3.20
North Western (Military)	1934-35	†	4,77	1,568	30.1	2.13
	1935-36	†	5,63	1,846	35.3	2.48
North Western (Total)	1934-35	†	33,19	4,841	92.8	2.96
	1935-36	†	33,95	4,950	94.7	3.05
South Indian	1934-35	†	2,28	2,311	44.3	1.47
	1935-36	†	1,98	2,003	38.3	1.19
TOTAL 2' 6" AND 2' 0" GAUGES.	1934-35		87,79	3,961	76.0	2.22
	1935-36		88,24	3,981	76.2	2.21
TOTAL CLASS I RAILWAYS	1934-35	2,14,776	99,12,74	25,455	488.2	5.79
	1935-36	2,14,826	1,00,19,03	25,702	491.6	5.73

* In the case of State-owned railways.

† The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

‡ Included in 5' 6" gauge

§ Includes earnings & expenditure of Marmugao Harbour.

** Revised figures.

Railways rated against selected units for the years 1934-35 and 1935-36—concl'd.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked §	Net earnings per train mile. §	Railway
8	9	10	11	12	13	14
						3' 3½" GAUGE—concl'd.
1,46,39	254.6	3.64	34,27	3,346.9	0.92	} Eastern Bengal.
1,45,88	252.1	3.32	46,12	4,448.7	1.12	
55,60	109.4	3.11	51,51	5,282.8	2.88	} Jodhpur.
64,09	118.6	3.12	49,67	4,804.7	2.42	
₹1,88,00	168.6	2.57	₹1,38,62	6,442.2	1.88	} Madras and Southern Mahratta.
₹1,96,87	176.7	2.73	₹1,19,09	5,565.0	1.64	
49,86	144.9	3.29	25,64	3,885.5	1.69	} Nizam's State.
51,12	148.2	3.52	24,49	3,711.4	1.69	
32,33	110.0	2.00	37,47	6,668.0	2.00	} Rohilkund and Kumaon.
31,63	108.0	2.00	38,74	6,894.0	2.00	
2,26,17	237.4	2.30	1,52,58	8,295.4	1.54	} South Indian.
2,33,67	249.7	2.37	1,09,89	6,097.6	1.11	
15,52,02	195.2	2.86	10,06,04	6,636.1	1.86	} TOTAL 3' 3½" GAUGE.
15,93,57	200.1	2.88	9,14,63	6,008.9	1.65	
						2' 6" AND 2' 0" GAUGES
38,50	79.7	2.26	-5,79	-624.2	-0.34	} Bengal Nagpur
40,85	84.4	2.37	-8,71	-940.4	-0.50	
7,61	65.4	1.94	2,14	952.9	0.54	} Bombay, Baroda and Central India.
7,95	67.8	1.97	2,28	1,012.9	0.56	
1,53	79.3	1.30	-24	-642.5	-0.20	} Eastern Bengal.
1,19	61.9	1.08	1	12.8		
4,45	34.9	0.93	4,09	1,672.3	0.85	} Great Indian Peninsula.
4,65	36.4	0.89	4,09	1,673.8	0.79	
43,01	**47.7	**4.76	-14,59	**3,736.6	-**1.59	} North Western (Commercial).
44,82	225.0	5.06	-16,50	-4,331.9	-1.86	
18,66	117.0	8.28	-13,89	-4,532.1	-6.15	} North Western (Military).
18,00	112.9	7.92	-12,37	-4,058.8	-5.44	
61,67	**171.3	**5.46	-28,48	**4,090.1	**2.50	} North Western (Total).
62,82	175.2	5.64	-28,87	-4,210.5	-2.59	
3,76	73.1	2.43	-1,48	-1,502.5	-0.96	} South Indian.
3,78	73.2	2.28	-1,80	-1,826.1	-1.09	
1,17,55	101.4	2.96	-29,76	-1,361.3	-0.76	} TOTAL 2' 6" AND 2' 0" GAUGES.
1,21,24	104.6	3.04	-33,00	-1,488.8	-0.83	
65,93,97	324.7	3.85	33,18,77	8,534.1	1.94	} TOTAL CLASS I RAILWAYS.
66,87,41	325.5	3.79	33,81,62	8,682.1	1.94	

Railways. but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways

NOTE.—The rate of interest for calculating the figures given under column 16 was

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic *	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	1934-35	Rs 5,07,90,685	Rs 1,40,60,528	Rs 3,67,30,157	Rs 3.14	Rs 2.51	Rs 0.63
	1935-36	5,38,82,112	1,39,05,984	3,99,76,128	3.16	2.45	0.71
Bombay, Baroda and Central India	1934-35	3,85,77,162	1,69,96,203	2,15,80,959	4.28	2.86	1.42
	1935-36	3,58,20,916	1,59,15,736	1,99,05,180	4.30	2.65	1.65
Eastern Bengal	1934-35	2,84,74,949	1,50,11,694	1,34,63,255	2.75	2.86	—0.11
	1935-36	2,97,86,981	1,72,43,714	1,25,43,267	2.63	3.19	—0.56
East Indian	1934-35	11,40,52,863	3,80,12,591	7,60,40,272	3.49	2.32	1.17
	1935-36	11,28,25,391	3,84,19,731	7,44,05,660	3.44	2.29	1.15
Great Indian Peninsula	1934-35	8,85,13,124	4,08,12,703	4,77,00,421	2.74	2.74	Nil
	1935-36	8,79,00,419	4,07,46,702	4,71,53,717	2.85	2.73	0.12
Madras and Southern Mahratta	1934-35	2,46,01,776	1,14,35,879	1,31,65,897	3.94	2.73	1.21
	1935-36	2,48,17,157	1,08,54,065	1,39,63,092	3.84	2.58	1.26
Nizam's State	1934-35	67,09,329	23,91,862	43,17,467	4.25	2.55	1.70
	1935-36	67,74,067	24,12,751	43,61,316	4.67	2.75	1.92
North Western	1934-35	‡11,22,39,845	‡5,25,76,273	‡5,96,63,572	3.84	‡3.73	‡0.11
	1935-36	10,74,43,942	5,00,76,458	5,73,67,484	3.77	3.43	0.34
South Indian	1934-35	90,22,456	53,99,647	36,22,809	2.96	2.26	0.70
	1935-36	98,71,903	57,27,808	41,44,095	2.66	2.15	0.51
3' 3½" GAUGE.							
Assam-Bengal	1934-35	1,22,64,140	48,40,656	74,23,484	4.16	3.17	0.99
	1935-36	1,28,50,356	55,37,218	73,13,138	3.78	3.15	0.63
Bengal and North-Western	1934-35	1,46,23,926	62,94,542	83,29,384	3.00	1.00	2.00
	1935-36	1,53,84,756	72,18,460	81,66,296	3.00	1.00	2.00
Bombay, Baroda and Central India	1934-35	2,65,17,505	1,15,29,331	1,49,88,174	4.21	2.47	1.74
	1935-36	2,71,27,634	1,14,47,300	1,56,80,334	4.29	2.48	1.81
Burma	1934-35	2,76,84,778	99,73,607	1,77,11,171	2.55	2.53	0.02
	1935-36	2,74,46,501	1,03,48,309	1,70,98,192	2.47	2.46	0.01
Eastern Bengal	1934-35	1,37,04,186	67,28,801	69,75,385	2.80	2.79	0.01
	1935-36	1,33,45,824	69,47,466	63,98,358	2.65	2.55	0.10
Jodhpur	1934-35	49,91,682	19,55,866	30,35,816	5.00	2.33	2.67
	1935-36	58,73,686	22,88,763	35,84,923	4.65	2.32	2.33
Madras and Southern Mahratta	1934-35	1,77,46,195	72,37,488	1,05,08,707	2.64	1.90	0.74
	1935-36	1,79,99,459	77,61,457	1,02,38,002	2.51	1.98	0.53
Nizam's State	1934-35	48,44,289	23,36,224	25,08,065	2.81	2.22	0.59
	1935-36	49,73,596	24,64,061	25,09,535	2.99	2.46	0.53
Rohilkund and Kumaon	1934-35	30,15,907	13,83,646	16,32,261	2.69	1.38	1.31
	1935-36	28,66,046	13,13,283	15,52,763	2.62	1.29	1.33
South Indian	1934-35	2,11,72,792	1,31,15,261	80,57,531	2.60	1.76	0.84
	1935-36	2,17,17,146	1,39,01,000	78,16,146	2.25	1.84	0.41

* The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

† Revised figures.

for the years 1934-35 and 1935-36.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34.

§ Goods Traffic.									Railway.
Goods earning per train mile	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile	Profit on working a goods wagon one mile	Cost of hauling a goods unit (viz., one ton) one mile	Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading)	Profit on working a goods unit (viz., one ton) one mile	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5' 6" GAUGE.
8.57	5.45	3.12	40.6	25.9	14.7	2.70	4.45	1.53	Bengal Nagpur.
8.44	5.32	3.12	40.1	25.3	14.8	2.60	4.19	1.52	
16.1	8.78	7.29	67.4	36.8	30.6	4.14	6.78	3.50	Bombay, Baroda and Central India.
16.6	8.18	8.37	68.3	33.8	34.5	3.81	6.45	3.95	
10.2	6.30	3.90	45.1	27.7	17.4	4.32	6.67	2.45	Eastern Bengal.
10.8	6.89	3.91	48.1	30.7	17.4	4.85	7.38	2.38	
9.76	5.83	3.93	37.9	22.6	15.3	2.43	3.78	1.63	East Indian.
9.59	5.68	3.91	37.6	22.3	15.3	2.43	3.79	1.66	
12.0	6.93	5.11	53.2	30.6	22.6	3.65	5.67	2.67	Great Indian Peninsula
12.4	6.88	5.48	54.7	30.4	24.3	3.59	5.58	2.83	
12.0	6.28	5.67	52.5	27.6	24.9	3.64	6.02	3.28	Madras and Southern Mah-ratta.
10.9	6.06	4.83	47.0	26.2	20.8	3.39	5.59	2.69	
10.9	4.91	6.03	58.6	26.3	32.3	3.00	††5.78	3.64	Nizam's State.
10.7	5.01	5.69	57.5	27.0	30.5	3.14	††6.08	3.53	
11.9	†7.37	†4.48	53.9	†33.5	†20.4	†4.54	†5.91	†2.72	North Western.
12.0	6.90	5.09	54.6	31.4	23.2	4.27	6.82	3.13	
11.6	4.30	7.34	76.8	28.4	48.4	3.87	6.12	6.53	South Indian.
11.5	4.58	7.12	72.0	27.5	44.5	3.83	5.98	5.61	
5.20	3.40	1.80	36.2	23.6	12.6	5.00	9.62	2.59	3' 3½" GAUGE.
4.46	3.43	1.03	33.3	25.6	7.70	5.67	10.7	1.66	
5.00	2.00	3.00	28.0	12.0	16.0	2.00	4.03	4.37	Assam-Bengal.
6.00	2.00	4.00	30.0	13.0	17.0	2.00	4.02	4.53	
9.05	4.57	4.48	41.6	21.0	20.6	4.21	5.92	4.14	Bombay, Baroda and Central India.
8.72	4.55	4.17	40.7	21.2	19.5	4.35	6.07	3.99	
7.65	5.11	2.54	42.5	28.4	14.1	5.03	7.82	2.49	Burma.
7.34	5.04	2.30	41.9	28.7	13.2	5.11	7.96	2.34	
7.08	4.69	2.39	32.7	21.7	11.0	5.40	†8.51	2.72	Eastern Bengal.
7.13	4.19	2.94	33.7	19.8	13.9	4.87	†7.74	3.38	
6.26	3.20	3.06	31.7	16.2	15.5	4.05	5.88	3.88	Jodhpur.
5.85	3.35	2.50	28.5	16.3	12.2	4.08	5.67	3.05	
6.32	3.17	3.15	44.3	22.3	22.1	4.73	7.42	4.68	Madras and Southern Mah-ratta.
6.34	3.29	3.05	44.4	23.1	21.3	5.01	7.83	4.63	
9.63	5.43	4.20	52.8	29.8	23.0	5.33	**	4.08	Nizam's State.
9.86	5.59	4.27	56.9	32.3	24.6	5.69	**	4.29	
5.38	2.16	3.22	43.4	17.4	26.0	3.13	5.24	4.63	Rohilkund and Kumaon.
5.34	2.04	3.30	42.6	16.3	26.3	2.97	5.10	4.79	
7.44	3.60	3.84	42.1	20.3	21.8	5.07	8.56	5.33	South Indian.
7.18	3.60	3.53	40.5	20.5	20.0	5.02	8.51	4.81	

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

† Metro and Narrow gauges combined.

** Included in Broad gauge.

†† Broad and Metro gauges combined.

16.—Statement of ton mileage of Class I Railways for the years 1934-35 and 1935-36.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	
1	2	3	4	5	6	7	8	9	
5' 6" GAUGE.									
Bengal-Nagpur	1934-35	2,581,843	1,689,015	5,113,917	2,316,306	5,913,072	2,330,135	6,086,986	
	1935-36	2,912,581	1,728,726	5,717,774	2,366,342	6,633,955	2,382,097	6,847,917	
Bombay, Baroda and Central India	1934-35	981,056	1,067,306	2,071,556	1,482,910	2,327,882	1,485,905	2,399,744	
	1935-36	994,461	1,098,082	2,104,890	1,520,776	2,359,225	1,523,891	2,408,738	
Eastern Bengal	1934-35	464,262	1,425,363	1,082,534	1,915,238	1,226,276	1,919,818	1,721,791	
	1935-36	415,765	1,472,283	984,043	1,979,371	1,120,031	1,987,007	1,445,371	
East Indian	1934-35	5,923,040	4,992,694	11,852,842	6,828,257	13,375,333	6,906,030	13,814,802	
	1935-36	5,808,297	5,117,587	11,710,902	6,986,157	13,265,015	7,064,286	13,681,065	
Great Indian Peninsula { Steam	1934-35	2,227,466	2,962,849	4,775,509	4,003,036	5,442,517	4,005,539	5,524,293	
	1935-36	2,241,545	3,017,219	4,782,131	4,065,011	5,460,438	4,067,418	5,536,007	
	Electric § .	1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308
		1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665,025
Madras and Southern Mahratta	1934-35	682,527	1,121,464	1,557,889	1,595,972	1,804,846	1,613,052	1,857,074	
	1935-36	782,387	1,123,545	1,771,371	1,605,939	2,046,933	1,623,334	2,088,320	
Nizam's State	1934-35	274,435	271,766	560,182	389,369	681,799	390,039	704,045	
	1935-36	261,216	268,069	551,697	379,854	664,862	380,356	687,537	
North Western	1934-35	2,441,519	4,286,155	5,422,097	5,764,986	6,288,114	5,776,045	6,554,658	
	1935-36	2,461,914	4,431,745	5,578,178	5,910,463	6,489,471	5,922,161	6,784,415	
South Indian	1934-35	168,578	†553,708	396,457	†808,100	472,023	†809,093	500,594	
	1935-36	196,059	†587,960	466,705	†866,358	553,096	†867,005	583,401	
TOTAL 5' 6" GAUGE { Steam	1934-35	15,744,726	18,370,320	32,832,983	25,104,174	37,531,862	25,235,656	39,163,987	
	1935-36	16,080,205	18,841,246	33,667,691	25,680,271	38,593,029	25,817,555	40,062,771	
	Electric § .	1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308
		1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665,025
3' 3½" GAUGE.									
Assam Bengal	1934-35	270,920	404,919	595,405	473,287	691,721	474,596	727,767	
	1935-36	234,050	423,686	533,915	499,538	627,951	500,810	661,619	
Bengal and North Western	1934-35	602,398	801,722	1,144,080	1,047,546	1,310,658	††1,118,561	1,480,159	
	1935-36	584,521	875,346	1,102,704	1,144,776	1,260,737	†1,222,188	1,382,670	
Bombay, Baroda and Central India	1934-35	677,160	920,184	1,324,270	1,188,099	1,512,517	1,189,038	1,545,764	
	1935-36	687,283	894,434	1,361,830	1,164,257	1,563,572	1,164,986	1,595,779	
Burma	1934-35	650,510	634,158	1,229,501	902,539	1,489,974	903,876	1,605,107	
	1935-36	612,191	641,289	1,166,528	931,235	1,415,779	933,085	1,541,707	

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

† Includes 64,000 miles on account of engine power supplied by the R. & K. Rly.

†† Includes 67,000 miles on account of engine power supplied by the R. & K. Rly.

‡ Includes 73,700 & 70,220 thousands of gross Ton miles of running power trains for 1934-35 & 1935-36 respectively.

16.—Statement of ton mileage of Class I Railways for the years 1934-35 and 1935-36—concl'd.

		(In thousands.)							
Railway	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental)		Gross ton miles (including weight of engine but excluding departmental)		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed	Goods and proportion of mixed	Passenger and proportion of mixed	Goods and proportion of mixed	Passenger and proportion of mixed	Goods and proportion of mixed.	
									1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.									
Eastern Bengal	1934-35	238,902	516,226	564,461	663,989	650,562	665,419	689,804	
	1935-36	248,982	586,861	587,799	753,096	678,220	755,647	695,923	
Jodhpur	1934-35	140,551	185,088	299,933	235,331	357,123	235,528	365,578	
	1935-36	151,142	209,846	322,330	268,284	380,795	268,726	420,909	
Madras and Southern Mahratta	1934-35	419,861	573,223	937,516	825,409	1,176,484	827,940	1,202,155	
	1935-36	383,759	594,873	875,415	849,144	1,096,144	854,364	1,126,977	
Nizam's State	1934-35	88,100	143,895	181,769	213,528	217,336	213,704	229,423	
	1935-36	82,048	143,754	168,105	211,278	202,099	211,618	215,524	
Rohilkund and Kumaon	1934-35	93,596	141,574	168,143	194,287	204,311	(a) 196,207	231,549	
	1935-36	94,324	142,376	172,258	196,154	209,196	198,189	234,418	
South Indian	1934-35	284,638	930,987	655,178	1,300,918	772,856	1,301,958	831,702	
	1935-36	274,183	900,008	628,012	1,277,821	738,392	1,278,398	801,915	
TOTAL 3' 3½" GAUGE	1934-35	3,466,636	6,251,976	7,100,256	7,014,933	8,383,542	(a) 7,126,827	8,908,998	
	1935-36	3,352,483	6,412,473	6,918,896	7,295,583	8,172,885	7,388,011	8,677,341	
2' 6" & 2' 0" GAUGES									
Bengal Nagpur	1934-35	41,747	121,133	103,565	174,555	136,992	174,845	118,431	
	1935-36	41,775	119,565	104,142	173,358	138,628	173,522	149,227	
Bombay, Baroda and Central India	1934-35	4,554	14,580	10,119	22,465	13,329	22,465	14,010	
	1935-36	4,976	15,183	10,881	23,121	14,293	23,127	15,582	
Eastern Bengal	1934-35	47	4,751	180	6,147	236	6,148	302	
	1935-36	64	4,405	239	5,711	313	5,711	313	
Great Indian Peninsula	1934-35	5,611	17,584	14,708	28,850	24,376	28,850	27,94	
	1935-36	5,453	20,516	15,013	32,145	25,519	32,166	27,900	
North Western	1934-35	18,602	46,069	52,534	74,393	81,904	74,542	86,267	
	1935-36	19,689	47,814	54,291	73,798	84,595	73,961	88,101	
South Indian	1934-35	1,646	7,047	3,945	11,417	5,653	11,417	5,749	
	1935-36	1,378	6,885	3,453	11,729	5,173	11,730	5,261	
TOTAL 2' 6" AND 2' 0" GAUGES	1934-35	72,207	211,164	185,051	317,827	262,490	318,267	282,153	
	1935-36	73,335	214,368	188,019	319,862	268,521	320,217	286,384	
TOTAL CLASS I RAILWAYS	Steam	1934-35	19,283,569	23,833,460	40,118,290	32,466,934	46,177,894	(a) 32,680,750	48,355,138
		1935-36	19,506,023	24,468,087	40,774,806	33,295,716	47,034,435	33,525,783	49,026,496
	Electric	1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308
		1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665,025

* See remarks on page 118.

‡ See remarks on page 118.

(a) Revised figures.

17.—Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1934-35 and 1935-36
(In thousands).

Railways.	Year.	TRAIN MILES													
		Passen- ger.	Goods.			Pas- senger pro- por- tion.	Mixed.		Passen- ger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total (Cols. 10 +11).	Departmental.			
			Main lines.	Branch lines.	Total (Cols. 4 +5).		Goods proportion.	Total (Cols. 7 +8).				Passen- ger and total mixed.	Goods.	Total (Cols. 13 +14).	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
5' 6" GAUGE.															
Bengal-Nagpur	1934-35	5,458	3,644	2,490	6,134	107	241	348	5,565	6,375	11,940	30	356	386	
	1935-36	5,533	4,046	2,819	6,865	113	232	345	5,646	7,097	12,743	36	418	454	
Bombay, Baroda and Central India	1934-35	3,564	1,544	259	1,803	262	589	851	3,826	2,392	6,218	13	67	80	
	1935-36	3,583	1,542	261	1,803	280	578	858	3,863	2,381	6,244	13	52	65	
Eastern Bengal	1934-35	5,048	1,220	149	1,369	154	79	233	5,242	1,448	6,690	8	688	696	
	1935-36	5,245	1,144	138	1,282	152	117	269	5,397	1,399	6,796	8	423	431	
East Indian	1934-35	14,953	9,938	2,092	12,030	1,265	271	1,536	16,248	12,301	28,549	171	750	921	
	1935-36	15,297	9,952	2,160	12,112	1,326	265	1,591	16,623	12,377	29,000	172	720	892	
Great Indian Peninsula {	Steam	1934-35	9,493	3,867	1,808	5,675	684	257	941	10,177	5,932	16,109	13	345	358
		1935-36	9,511	3,903	1,814	5,717	692	258	950	10,203	5,975	16,178	14	278	292
	Electric†	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51
		1935-36	1,544	566	Nil	566	Nil	Nil	Nil	1,544	566	2,110	1	33	34
Madras and Southern Mahratta	1934-35	3,987	1,333	389	1,722	155	234	389	4,142	1,956	6,098	49	137	186	
	1935-36	4,033	1,579	388	1,5	133	220	353	4,166	2,187	6,353	39	116	155	
Nizam's State.	1934-35	737	555	1	556	197	250	447	934	806	1,740	2	72	74	
	1935-36	692	557	Nil	557	185	236	421	877	793	1,670	1	78	79	
North Western	1934-35	10,197	5,100	869	5,969	3,866	1,739	5,605	14,063	7,708	21,771	33	383	416	
	1935-36	10,574	5,212	874	6,086	3,973	1,866	5,839	14,547	7,952	22,499	40	363	403	
South Indian	1934-35	2,466	494	115	609	113	86	199	2,579	695	3,274	1	147	148	
	1935-36	2,735	489	192	681	121	84	205	2,856	765	3,621	1	181	182	
Total 5' 6" gauge {	Steam.	1934-35	55,973	27,695	8,172	5,877	6,803	3,746	10,549	62,776	39,613	102,389	320	2,945	3,265
		1935-36	57,203	28,424	8,646	37,070	6,975	3,856	10,831	64,178	40,926	105,104	324	2,629	2,953
	Electric†	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51
		1935-36	1,544	566	Nil	566	Nil	Nil	Nil	1,544	566	2,110	1	33	34
3' 3½" GAUGE.															
Assam Bengal	1934-35	3	116	285	401	1,518	1,593	3,111	1,521	1,994	3,515	7	186	193	
	1935-36	96	76	286	362	1,655	1,624	3,279	1,751	1,986	3,737	7	145	152	
Bengal and North-Western	1934-35	3,921	1,313	1,116	2,429	962	762	1,724	4,883	3,191	8,074	17	494	511	
	1935-36	4,272	1,219	1,079	2,298	1,053	723	1,776	5,325	3,021	8,346	13	425	438	
Bombay, Baroda and Central India	1934-35	3,777	1,248	1,078	2,326	885	899	1,784	4,662	3,225	7,887	6	56	62	
	1935-36	3,708	1,286	1,089	2,375	901	1,019	1,920	4,609	3,394	8,003	4	53	57	
Burma	1934-35	1,254	1,380	537	1,197	2,687	1,208	3,695	3,941	3,125	7,066	15	232	247	
	1935-36	1,304	1,310	491	1,801	2,895	1,249	4,144	4,199	3,050	7,249	14	340	354	

‡ Excluding electric multiple unit suburban trains.

17 —Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1934-35 and 1935-36.
(In thousands)—contd.

Railways.	Year.	TRAIN MILES.												
		Passen- ger.	Goods.			Mixed.			Passen- ger and propor- tion of mixed. (Cols. 3+7.)	Goods and propor- tion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Departmental.		
			Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passen- ger propor- tion.	Goods propor- tion.	Total. (Cols. 7+8.)				Passen- ger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" GAUGE—concd.														
Eastern Bengal	1934-35	2,061	7,015	74	1,119	343	263	606	2,404	1,382	3,786	5	106	111
	1935-36	2,214	1,063	93	1,156	502	309	811	2,716	1,465	4,181	8	64	72
Jodhpur	1934-35	380	384	21	405	459	516	975	839	921	1,760	2	27	29
	1935-36	493	439	36	475	489	488	977	982	963	1,945	3	107	110
Madras and Southern Mahratta	1934-35	3,297	1,588	684	2,272	495	879	1,374	3,792	3,151	6,943	13	158	171
	1935-36	3,102	1,472	686	2,158	510	768	1,278	3,912	2,926	6,838	12	184	196
Nizam's State	1934-35	946	375	Nil	375	107	52	159	1,053	427	1,480	1	35	36
	1935-36	889	356	Nil	356	111	48	159	1,000	404	1,404	2	44	46
Rohilkund and Kumaon	1934-35	635	212	9	221	361	465	826	996	686	1,682	8	70	78
	1935-36	654	215	10	225	359	470	829	1,013	695	1,708	8	65	73
South Indian	1934-35	6,033	1,032	330	1,362	567	423	990	6,602	1,785	8,387	2	456	458
	1935-36	6,197	1,050	218	1,268	560	408	968	6,757	1,676	8,433	2	495	497
Total 3' 3½" Gauge	1934-35	22,309	8,693	4,134	12,827	8,384	7,060	15,444	6,693	19,887	50,580	76	1,920	1,996
	1935-36	23,229	8,486	3,988	12,474	9,035	7,106	16,141	32,284	19,580	51,864	73	1,922	1,995
2' 6" & 2' 0" GAUGES.														
			Total						Total					
Bengal-Nagpur	1934-35	674	367			352	252	604	1,026	619	1,645	67		
	1935-36	730	391			300	254	554	1,030	645	1,675	48		
Bombay, Baroda and Central India	1934-35	106	6			171	107	278	277	113	390	4		
	1935-36	106	5			173	111	287	279	119	398	6		
Eastern Bengal	1934-35	71	Nil			40	4	44	111	4	115	2		
	1935-36	70	Nil			34	6	40	104	6	110	Nil		
Great Indian Peninsula	1934-35	1	Nil			236	205	441	237	205	442	20		
	1935-36	1	Nil			237	216	453	238	216	454	17		
North Western	1934-35	124	349			387	233	620	511	582	1,093	29		
	1935-36	118	358			376	240	616	494	598	1,092	10		
South Indian	1934-35	Nil	Nil			111	42	153	111	42	153	2		
	1935-36	Nil	Nil			122	43	165	122	43	165	1		
Total 2' 6" and 2' 0" Gauges	1934-35	976	722			1,297	843	2,140	2,273	1,565	3,838	114		
	1935-36	1,025	754			1,242	873	2,115	2,267	1,627	3,894	92		
Total Class I Railways	1934-35	79,258	49,416			16,481	11,649	28,133	95,742	61,065	156,807	5,375		
	1935-36	81,457	50,298			17,252	11,835	29,087	98,709	62,133	160,842	5,040		
	1934-35	1,561	559			Nil	Nil	Nil	1,561	559	2,120	51		
	1935-36	1,544	566			Nil	Nil	Nil	1,544	566	2,110	34		

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine † Mileage of Class I

Railway.	Year.	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assist- ing required.	Assist- ing not required.	Light.	Total Other. (Cols. 24+25 +26.)
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" GAUGE.											
Bengal Nagpur	1934-35	251	40	291	2,423	432	2,855	5	6	58	69
	1935-36	235	36	271	2,535	444	2,979	7	3	63	73
Bombay, Baroda & Central India	1934-35	135	6	141	778	67	845	Nil	1	148	149
	1935-36	145	11	156	755	90	845	1	1	157	159
Eastern Bengal	1934-35	330	46	376	756	86	842	Nil	1	26	27
	1935-36	330	54	384	727	85	812	Nil	1	36	37
East Indian	1934-35	756	22	778	3,763	334	4,097	71	78	458	607
	1935-36	765	18	783	3,820	352	4,178	88	98	487	673
Great Indian Peninsula	1934-35	216	12	228	1,875	178	2,053	52	79	100	231
	1935-36	220	13	233	1,880	199	2,079	65	86	105	256
	1934-35	129	1	130	3	22	25	90	56	41	187
	1935-36	131	1	132	31	17	48	100	50	31	181
Madras & Southern Mahratta	1934-35	125	7	132	539	89	628	18	7	93	118
	1935-36	117	7	124	675	96	671	16	6	84	106
Nizam's State	1934-35	54	3	57	196	19	215	Nil	3	19	22
	1935-36	53	1	54	198	18	216	1	Nil	17	18
North Western	1934-35	894	71	965	1,979	377	2,356	244	93	176	513
	1935-36	914	92	1,006	2,031	429	2,460	165	101	106	462
South Indian	1934-35	60	79	139	219	92	311	1	Nil	16	17
	1935-36	45	58	103	190	104	294	1	2	17	20
Total 5' 6" Gauge	1934-35	2,821	286	3,107	12,528	1,674	14,202	391	268	1,094	1,753
	1935-36	2,824	290	3,114	12,717	1,817	14,534	344	298	1,162	1,804
	1934-35	129	1	130	3	22	25	90	56	41	187
	1935-36	131	1	132	31	17	48	100	50	31	181
3' 3½" GAUGE.											
Assam Bengal	1934-35	91	35	126	584	70	654	5	7	21	33
	1935-36	95	35	130	517	75	592	5	11	21	37
Bengal and North Western . .	1934-35	146	48	194	1,261	398	1,659	2	14	30	46
	1935-36	145	44	189	1,246	287	1,533	14	13	26	53
Bombay, Baroda & Central India	1934-35	203	44	247	839	123	962	10	19	40	69
	1935-36	208	49	257	837	125	962	10	14	33	57
Burma	1934-35	220	Nil	220	755	Nil	755	17	Nil	25	42
	1935-36	222	Nil	222	814	Nil	814	13	Nil	30	43

† Excluding electric multiple unit suburban trains.

Railways for the years 1934-35 and 1935-36 (In thousands)—contd.

ENGINE MILES.								Total Depart- mental. (Cols. 15 + 33 + 35.)	Total Engine Miles.			Railway.
Goods and proportion of mixed.				Departmental (including shunting and departmental siding.)					Traffic Engine Miles.			
Assisting required.	Assisting not required	Light.	Siding.	Total Other. (Cols. 28 + 29 + 30 + 31.)	Passenger and total Mixed.	Goods Ergg	Total Goods.		Passenger and pro- portion of mixed. (columns 10 + 20 + 27)	Goods & propor- tion of mixed. (Columns 11 + 23 + 32)	Total including D. part- mental. (Columns 36 + 37 + 38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
5' 6" GAUGE.												
240	41	521	221	1,023	7	23	378	771	5,925	10,253	16,949	Bengal Nagpur.
365	142	614	277	1,308	9	29	432	895	5,990	11,474	18,359	
Nil	2	58	17	77	3	20	242	325	4,116	3,314	7,755	Bombay, Baroda & Central India.
Nil	3	57	19	79	3	13	244	312	4,178	3,305	7,795	
4	11	67	162	244	22	52	73	791	5,645	2,534	8,970	Eastern Bengal.
5	10	47	175	237	52	94	122	605	5,818	2,448	8,871	
83	131	922	1,297	2,433	105	69	821	1,847	17,633	18,831	38,311	East Indian.
86	150	954	1,333	2,523	99	78	872	1,863	18,079	19,078	39,020	
84	63	186	39	372	5	40	276	639	10,635	8,357	19,632	Steam } Great Indian Peninsula.
100	83	192	39	414	6	39	222	520	10,692	8,468	19,680	
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	Electric }
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	
46	5	97	5	153	10	22	161	357	4,392	2,737	7,486	Madras & Southern Mahratta.
43	16	107	9	175	5	26	157	317	4,396	3,033	7,146	
4	3	82	Nil	89	Nil	17	102	176	1,013	1,110	2,299	Nizam's State.
Nil	1	56	Nil	57	Nil	15	90	169	949	1,066	2,184	
184	36	463	70	753	46	35	633	1,095	15,541	10,817	27,453	North Western.
216	34	499	79	828	45	44	677	1,125	16,015	11,240	28,380	
21	9	44	Nil	74	22	22	37	207	2,735	1,080	4,022	South Indian.
22	9	44	3	78	26	21	41	249	2,979	1,137	4,365	
666	301	2,410	1,811	5,218	220	300	2,723	6,205	67,636	59,033	132,877	Steam } Total 5' 6" Gauge.
837	448	2,570	1,934	5,789	245	359	2,857	6,055	69,096	61,249	130,400	
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	Electric }
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	
3' 3½" GAUGE												
28	26	58	1	113	3	9	68	264	1,680	2,761	4,705	Assam Bengal.
25	41	36	2	104	2	16	52	206	1,918	2,682	4,806	
15	73	58	Nil	146	134	16	166	811	5,123	4,996	10,930	Bengal and North Western.
27	57	50	Nil	134	139	17	182	759	5,567	4,688	11,014	
9	40	68	25	142	3	2	282	347	4,978	4,329	9,654	Bombay, Baroda & Central India.
10	38	69	20	137	Nil	3	290	356	4,923	4,493	9,772	
13	Nil	193	333	539	Nil	Nil	114	461	4,203	4,419	9,083	Burma.
12	Nil	177	292	481	Nil	Nil	134	488	4,464	4,345	9,297	

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	SHUNTING MILES.						OTHERS			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 + 19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 + 22.)	Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24 + 25 + 26.)
16	17	18	19	20	21	22	23	24	25	26	27
3' 3½" GAUGE—contd.											
Eastern Bengal	1931-35	187	15	202	509	85	594	Nil	3	6	9
	1935-36	192	14	206	513	91	604	Nil	2	10	12
Jodhpur	1931-35	27	60	87	191	68	259	4	6	8	18
	1935-36	28	59	87	212	72	284	3	6	7	16
Madras & Southern Mahratta	1931-35	98	6	104	628	68	696	15	16	49	80
	1935-36	87	7	94	589	70	659	17	10	43	70
Nizam's State	1931-35	25	6	31	87	8	95	3	2	20	25
	1935-36	25	6	31	87	5	92	3	2	21	26
Rohilkund and Kumaon	1931-35	43	Nil	43	248	4	252	12	10	17	39
	1935-36	41	Nil	41	237	10	247	12	8	17	37
South Indian	1931-35	118	185	303	325	231	559	12	8	14	34
	1935-36	107	109	216	289	249	538	3	3	10	16
Total 3' 3½" Gauge	1931-35	1,158	399	1,557	5,427	1,058	6,485	80	85	230	395
	1935-36	1,153	323	1,476	5,311	984	6,295	80	69	218	367
SHUNTING MILES (ALL CLASSES).											
		SHUNTING ENGINES.		TRAIN ENGINES.		TOTAL.					
2' 6" & 2' 0" GAUGES.											
Bengal-Nagpur	1931-35	275		99		374					
	1935-36	280		112		392					
Bombay, Baroda & Central India	1934-35	Nil		34		34					
	1935-36	Nil		36		36					
Eastern Bengal	1934-35	Nil		3		3					
	1935-36	Nil		Nil		Nil					
Great Indian Peninsula	1934-35	31		6		37					
	1935-36	30		9		39					
North Western	1934-35	109		34		143					
	1935-36	101		44		145					
South Indian	1934-35	Nil		9		9					
	1935-36	Nil		7		7					
Total 2' 6" & 2' 0" Gauges	1934-35	415		185		600					
	1935-36	411		208		619					
Total Class I Railways	Steam	22,349		3,602		25,951					
		22,446		3,622		26,068					
	Electric†	129		130		25		90	56	42	187
		131		132		48		100	50	31	181

‡ Excluding electric multiple unit suburban trains.
* Included in column 32.

Railways for the years 1934-35 and 1935-36 (In thousands)—concl'd.

ENGINE MILES.								Total Engine Miles.				Railway.	
Goods and proportion of mixed					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15 + 33 + 35.)	Traffic Engine Miles.		Total including departmental. (Columns 30 + 37 + 38)		
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28 + 29 + 30 + 31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10 + 20 + 21.)	Goods & proportion of mixed. (Columns 11 + 23 + 32.)			
28	29	30	31	32	33	34	35	36	37	38	39	40	
Nil	4	13	20	37	2	8	37	150	2,615	2,013	4,778	3' 3½" Gauge—concl'd. Eastern Bengal.	
Nil	4	9	26	39	3	11	38	113	2,934	2,108	5,155		
18	6	27	8	59	Nil	3	77	106	944	1,239	2,289	Jodhpur.	
7	4	18	7	36	Nil	7	105	215	1,656	1,284	2,583		
113	102	100	1	316	1	11	91	263	3,576	4,163	8,102	Madras & Southern Mahratta.	
80	76	111	2	269	2	23	117	315	4,076	3,854	8,245		
2	2	33	Nil	37	1	9	73	110	1,109	559	1,778	Nizam's State.	
1	1	35	Nil	37	1	8	76	123	1,057	533	1,713		
9	5	11	4	29	13	2	74	165	1,078	967	2,210	Rohilkhand and Kumaon	
10	5	11	3	29	13	2	79	165	1,094	971	2,230		
47	22	29	25	123	56	61	102	616	6,939	2,467	10,022	South Indian	
24	2	12	26	64	49	47	84	630	6,989	2,278	9,897		
254	280	590	417	1,541	213	124	1,081	3,293	32,645	27,913	63,851	Total 3' 3½" Gauge.	
196	228	528	378	1,330	209	134	1,166	3,370	34,107	27,235	64,712		
Total					Total OTHER								2' 6" & 2' 0" GAUGES.
§ OTHER ENGINE MILES.					DEPARTMENTAL.								
38					22			79	1,160	897	2,136		
27					23			71	1,163	931	2,165	Bengal Nagpur.	
5					1			5	316	113	434		
6					2			8	321	119	448	Bombay, Baroda & Central India.	
Nil					Nil			2	113	5	120		
Nil					Nil			N	104	6	110	Eastern Bengal.	
1					2			22	246	234	502		
Nil					2			19	248	215	512	Great Indian Peninsula.	
65					13			42	593	708	1,343		
59					12			32	567	729	1,328	North Western.	
Nil					Nil			2	115	47	164		
Nil					Nil			1	125	47	173	South Indian.	
109					38			152	2,543	2,004	4,699		
92					39			131	2,528	2,077	4,731	Total 2' 6" & 2' 0" Gauges.	
9,016								†9,653	102,824	88,950	201,427	Steam	
9,382								9,556	105,731	90,561	205,848		
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	Total Class I Railways.	
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632		

§ "Other" includes Assisting required, Assisting not required, Light and Siding.
† Revised Figure.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passen- ger trains.	Mixed trains.			Goods trains.			Traffic	
			Passen- ger proportion	Goods pro- portion.	Total. (Columns 4 + 5.)	Main Line.	Branch Line.	Total. (Columns 7 + 8.)	Shunting.	
									Passen- ger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal Nagpur	1934-35	257.0	8.2	18.6	26.9	279.1	218.2	497.3	58.2	570.9
	1935-36	255.2	8.5	17.4	25.9	319.3	241.2	560.5	54.1	595.8
Bombay, Baroda and Central India.	1934-35	146.6	17.6	41.4	59.0	125.0	22.5	147.5	28.1	160.0
	1935-36	147.8	18.4	40.0	58.4	119.8	22.7	142.5	31.4	168.8
Eastern Bengal	1934-35	240.5	11.4	5.8	17.2	108.1	17.9	126.0	75.3	168.4
	1935-36	245.5	12.0	9.5	21.5	100.6	16.1	116.7	76.7	162.5
East Indian	1934-35	612.1	67.7	15.1	82.8	837.8	229.5	1,066.3	155.6	819.4
	1935-36	624.6	70.6	14.7	85.3	860.6	245.8	1,106.4	166.7	835.6
Great Indian Peninsula	1934-35	444.5	39.2	17.0	56.2	330.2	142.0	472.2	71.9	417.1
	1935-36	436.2	39.3	17.2	56.5	322.5	142.5	465.0	73.0	426.6
Madras and Southern Mahratta	1934-35	18.73	11.2	16.9	28.1	113.9	36.9	150.8	26.3	125.6
	1935-36	188.3	9.8	16.2	26.0	131.8	37.5	169.3	24.7	134.3
Nizam's State	1934-35	31.5	12.5	15.8	28.3	48.5	1	48.6	11.4	42.9
	1935-36	29.4	11.0	14.1	25.1	46.7	Nil	46.7	10.8	43.3
North Western	1934-35	450.5	227.3	117.5	344.8	457.9	82.9	540.8	193.0	471.3
	1935-36	450.8	234.9	125.8	360.7	478.3	87.1	565.4	201.1	492.0
South Indian	1934-35	123.9	7.7	6.6	14.3	41.7	10.4	52.1	27.8	62.2
	1935-36	138.0	8.3	6.5	14.8	41.3	15.9	57.2	20.6	58.9
Total 5' 6" Gauge	1934-35	2,493.9	402.9	254.7	657.6	2,341.2	760.4	3,101.6	647.6	2,846.8
	1935-36	2,524.8	412.8	261.4	674.2	2,421.9	808.8	3,229.7	649.1	2,917.8
3' 3½" Gauge.										
Assam Bengal	1934-35	2	121.7	127.7	249.4	10.0	27.2	37.2	25.1	130.9
	1935-36	5.2	126.1	123.9	250.0	8.6	25.1	33.7	26.0	118.4
Bengal and North Western	1934-35	236.7	73.1	58.1	131.2	123.8	112.8	236.6	37.2	330.6
	1935-36	251.5	81.4	55.7	137.1	112.0	97.6	209.6	36.4	306.0
Bombay, Baroda and Central India.	1934-35	201.7	60.9	62.9	123.8	100.9	93.7	194.6	49.4	192.4
	1935-36	196.3	62.2	71.4	133.6	103.7	93.1	196.8	51.4	192.5
Burma	1934-35	60.6	168.6	83.5	252.1	115.9	45.5	161.4	44.1	151.0
	1935-36	62.4	172.4	85.4	257.8	111.9	41.8	153.7	44.5	162.9

for the years 1934-35 and 1935-36 (In hundreds).

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Total.		Passenger and total mixed.	Goods.	Total. (Columns 7 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)							
12	13	14	15	16	17	18	19	20	21	22	23
5' 6" Gauge.											
68.8	194.9	31.6	392.3	1,313.3	3.4	97.1	100.5	1,806.1	67	37	} Bengal-Nagpur.
63.6	231.1	39.6	386.4	1,444.4	3.7	100.9	113.6	1,944.4	68	37	
53.7	40.9	2.4	246.0	401.2	2.6	46.6	49.2	696.4	66	42	} Bombay, Baroda Central India.
55.1	40.9	2.7	252.7	394.9	2.6	45.0	47.6	695.2	65	41	
90.9	34.8	23.1	418.1	358.1	2.6	95.2	97.8	874.0	60	29	} Eastern Bengal.
99.8	31.9	25.0	434.0	345.6	8.0	68.3	76.3	855.9	58	30	
246.3	280.4	185.3	1,081.7	2,366.5	31.6	217.3	248.9	3,697.1	61	42	} East Indian.
257.2	289.7	190.4	1,109.1	2,436.8	31.4	223.3	251.7	3,800.6	61	42	
113.0	178.7	5.6	668.6	1,090.6	6.6	88.3	94.9	1,854.1	72	42	} Great Indian Peninsula.
108.9	179.2	5.6	657.4	1,093.6	7.7	71.6	79.3	1,830.3	72	41	
78.6	65.6	7	303.4	359.6	6.5	35.6	42.1	705.1	64	42	} Madras and Southern Mahratta.
76.6	64.2	1.2	290.4	385.2	4.7	34.0	38.7	723.3	65	44	
13.4	19.3	Nil	68.8	126.6	1	26.0	26.1	221.5	64	42	} Nizam's State.
12.8	16.8	Nil	64.0	120.9	1	23.1	23.2	208.1	63	42	
157.0	150.8	10.1	1,027.8	1,290.5	11.7	138.7	150.4	2,468.7	65	46	} North Western.
165.1	159.1	11.2	1,060.9	1,353.5	12.8	136.3	149.1	2,563.5	65	46	
50.4	30.3	Nil	209.8	151.2	4.0	24.1	28.1	339.1	62	33	} South Indian.
60.5	27.5	4	227.4	150.5	5.7	30.0	35.7	413.6	63	35	
572.1	195.7	258.8	4,416.5	7,457.6	69.1	768.9	838.0	12,712.1			} Total 5' 6" Gauge.
904.6	1,040.4	276.1	4,491.3	7,725.4	76.7	741.5	818.2	13,034.9			
3' 3½" Gauge.											
28.5	44.1	1	175.5	340.0	9	29.6	30.5	546.0	69	45	} Assam Bengal.
34.5	42.7	4	191.8	319.1	8	23.6	24.4	535.3	68	46	
64.6	81.9	Nil	411.6	70.72	27.0	91.9	118.9	1,237.7	71	37	} Bengal and North Western.
66.2	63.7	Nil	435.5	635.0	27.0	84.8	111.8	1,182.3	72	37	
57.6	56.9	3.5	369.6	510.3	6	57.2	57.8	937.7	71	45	} Bombay, Baroda and Central India.
57.3	58.3	2.9	367.2	521.9	3	57.6	57.9	947.0	70	46	
62.8	41.0	47.5	336.1	484.4	1.3	46.1	47.4	867.9	68	46	} Burma.
64.0	40.7	41.8	343.3	484.5	1.0	50.8	51.8	879.6	68	46	

† "Other" includes Assisting required, Assisting not required, light and Siding engine hours.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passen- ger trains.	Mixed trains.			Goods trains.			Traffic	
			Passen- ger proportion.	Goods pro- portion	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Shunting.	
									Passen- ger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—concll.										
Eastern Bengal	1934-35	119,6	28,8	22,2	51,0	94,8	9,0	103,8	40,4	118,7
	1935-36	125,2	38,4	23,6	62,0	92,9	10,2	103,1	41,3	120,9
Jodhpur	1934-35	18,0	33,2	37,4	70,6	36,6	2,2	38,8	17,5	51,9
	1935-36	25,1	35,0	34,9	69,9	42,7	3,7	46,4	17,3	56,9
Madras and Southern Mahratta	1934-35	175,2	39,1	69,5	108,4	146,4	62,7	209,1	20,7	139,2
	1935-36	178,1	39,9	60,1	100,0	135,9	65,0	200,9	18,7	131,9
Nizam's State	1934-35	47,4	7,1	3,6	11,0	38,0	Nil	38,0	6,2	19,0
	1935-36	44,1	7,5	3,2	10,7	35,1	Nil	35,1	6,2	18,3
Rohilkund and Kumaon	1934-35	36,3	27,4	35,3	62,7	21,7	9	22,6	8,7	50,5
	1935-36	36,9	27,5	36,1	63,6	21,7	8	22,5	8,8	49,4
South Indian	1934-35	333,2	45,5	32,8	78,3	89,2	34,1	123,3	60,5	111,7
	1935-36	336,3	44,2	31,3	75,5	91,8	21,6	113,4	43,3	107,5
Total 3' 3½" Gauge	1934-35	1,228,9	605,7	532,8	1,138,5	777,3	388,1	1,165,4	309,8	1,295,9
	1935-36	1,261,1	634,6	525,6	1,160,2	756,3	358,9	1,115,2	293,9	1,264,7
2' 6" & 2' 0" GAUGES										
			Total			Total			Total	
Bengal Nagpur	1934-35	45,9	53,2			38,2			74,9	
	1935-36	48,7	49,7			40,7			78,3	
Bombay, Baroda and Central India	1934-35	7,3	25,2			5			6,9	
	1935-36	7,4	26,7			5			7,1	
Eastern Bengal	1934-35	6,6	4,6			Nil			6	
	1935-36	6,5	3,9			Nil			Nil	
Great Indian Peninsula	1934-35	1	31,9			Nil			7,6	
	1935-36	1	12,4			Nil			8,1	
North Western	1934-35	12,4	53,6			44,0			28,7	
	1935-36	11,9	53,6			44,5			28,9	
South Indian	1934-35	Nil	11,8			Nil			1,8	
	1935-36	Nil	12,7			Nil			1,5	
Total 2' 6" & 2' 0" Gauges	1934-35	72,3	180,3			82,7			120,5	
	1935-36	74,6	179,0			85,7			123,9	
Total Class I Railways	1934-35	3,795,1	1,976,4			4,349,7			*5,220,6	
	1935-36	3,860,5	2,013,4			4,430,6			5,249,4	

for the years 1934-35 and 1935-36 (In hundreds)—concl'd.

Service.			Departmental Engine hours.						Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.					Total Engine hours. (Columns 15 + 16 + 19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)				
12	13	14	15	16	17	18	19	20	21	22	23
41,9	20,6	2,8	230,7	268,1	1,0	19,5	20,5	519,3	64	44	3'3½" GAUGE—conold.
44,8	21,8	3,7	249,7	273,1	2,0	14,5	16,5	539,3	65	44	} Eastern Bengal.
28,2	45,4	1,1	96,9	174,6	3	18,1	18,4	289,9	53	40	
33,2	47,0	1,0	110,6	186,2	4	32,0	32,4	329,2	54	37	} Jodhpur.
42,7	75,6	2	277,7	493,4	1,9	28,5	30,4	801,5	77	53	
43,5	67,0	2	280,2	460,1	1,8	34,0	35,8	776,1	77	53	} Madras and Southern Mahratta.
15,6	7,2	Nil	76,6	67,8	3	15,0	15,3	159,7	71	50	
16,1	11,3	Nil	73,9	67,9	4	16,7	17,1	158,9	69	45	} Nizam's State.
12,1	9,3	6	84,5	118,3	2,9	25,5	28,4	*231,2	73	40	
11,2	9,5	5	84,4	118,0	2,7	25,9	28,6	231,0	74	41	} Rohilkund and Kumaon.
176,6	51,2	3,7	615,8	822,7	12,2	72,5	84,7	1,023,2	60	39	
172,1	42,5	3,7	595,9	298,4	11,5	76,0	87,5	981,8	63	39	} South Indian.
530,6	433,2	*59,5	2,675,0	3,486,8	48,4	403,9	452,3	*6,614,1			
542,9	404,5	54,2	2,732,5	3,364,2	47,9	415,9	463,8	6,560,5			} Total 3' 3½" Gauge.
Total.					Total.						
24,4							10,7	247,3			} Bengal Nagpur
25,4							9,7	252,5			
16,0							7	56,6			} Bombay, Baroda and Central India.
15,2							1,0	57,9			
8,7							2	20,7			} Eastern Bengal.
8,2							Nil	18,6			
5,2							2,9	47,7			} Great Indian Peninsula.
4,6							2,3	47,5			
20,4							5,5	164,6			} North Western.
19,6							4,3	162,8			
7,8							1	21,5			} South Indian.
8,6							1	22,9			
82,5							20,1	558,4			} Total 2' 6" & 2' 0" Gauges.
81,6							17,4	562,2			
*3,232,4							*1,310,4	*19,884,6			} Total Class I Railways.
3,304,3							1,209,4	20,157,6			

† "Other" includes Assisting not required, Assisting not required Light and Siding engine hours.

* Revised figures.

19. Statement of vehicle and wagon miles (in terms of four-wheelers) of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 + 4.)	Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 + 7.)	Coaching Vehicles. (Cols. 3 + 6)	Other Vehicles. (Cols. 4 + 7.)	Total (Cols. 9 + 10.)	Goods.		
											Main Lines.		
1	2	3	4	5	6	7	8	9	10	11	Loaded.	Total	Per- centage loaded of total. 14
5' 6" Gauge.													
Bengal-Nagpur	1934-35	81,333	2,357	83,690	2,270	28	2,298	83,603	2,385	85,988	105,513	151,552	69.6
	1935-36	83,569	2,518	86,087	2,386	31	2,417	85,955	2,549	88,504	117,747	168,706	69.8
Bombay, Baroda and Central India.	1934-35	47,312	9,901	57,213	6,593	756	7,349	53,905	10,657	64,562	59,642	81,722	73.0
	1935-36	47,958	10,987	58,945	6,895	886	7,781	54,853	11,873	66,726	60,861	83,438	72.9
Eastern Bengal	1934-35	75,622	5,375	80,997	2,836	Nil	2,836	78,458	5,375	83,833	42,071	57,939	72.6
	1935-36	78,264	5,348	83,612	2,610	Nil	2,610	80,874	5,348	86,222	37,750	52,089	72.5
East Indian	1934-35	248,171	10,241	258,412	19,246	324	19,570	267,417	10,565	277,982	352,263	545,859	64.5
	1935-36	254,289	9,970	264,259	19,418	367	19,785	273,707	10,337	284,044	349,560	542,387	54.5
Great Indian Peninsula	1934-35	165,727	4,325	170,052	11,735	Nil	11,735	177,462	4,325	181,787	169,148	223,759	75.6
	1935-36	169,530	4,245	173,775	12,144	Nil	12,144	181,674	4,245	185,919	168,849	222,084	76.0
Madras and Southern Mahratta.	1934-35	50,610	2,212	52,822	2,562	Nil	2,562	53,172	2,212	55,384	48,969	69,158	70.8
	1935-36	52,617	1,549	54,166	2,335	16	2,351	54,952	1,565	56,517	54,056	80,846	66.9
Nizam's Stat.	1934-35	10,063	231	10,294	3,605	62	3,667	13,668	293	13,961	17,485	25,640	68.2
	1935-36	10,113	214	10,327	3,465	80	3,545	13,578	294	13,872	17,361	25,560	67.9
North Western	1934-35	177,188	6,861	184,049	62,452	859	63,311	239,640	7,720	247,360	195,441	267,833	73.0
	1935-36	182,592	7,971	190,563	64,597	1,038	65,635	247,189	9,000	256,189	202,314	274,318	73.8
South Indian	1934-35	29,016	335	29,351	1,498	1	1,499	30,514	336	30,850	13,642	17,308	78.8
	1935-36	32,360	343	32,703	1,635	Nil	1,635	33,995	343	34,338	14,694	18,911	77.7
Total 5' 6" Gauge	1934-35	885,042	41,838	926,880	112,797	2,030	114,827	997,839	43,868	1,041,707	1,004,174	1,440,770	69.7
	1935-36	911,292	43,145	954,437	115,485	2,418	117,903	1,026,777	45,593	1,072,340	1,023,198	1,468,339	69.7
3' 3 1/2" Gauge.													
Assam Bengal	1934-35	72	26	98	39,677	3,035	42,712	39,749	3,061	42,810	3,172	5,260	60.3
	1935-36	404	23	427	41,086	3,169	44,255	41,490	3,192	44,682	1,457	2,186	66.7
Bengal and North-Western.	1934-35	62,945	985	63,930	17,391	91	17,482	80,336	1,076	81,412	44,951	60,330	74.8
	1935-36	68,612	828	69,440	18,578	141	18,719	87,190	969	88,159	44,279	58,166	76.1
Bombay, Baroda and Central India.	1934-35	59,949	5,069	65,018	23,218	1,073	24,291	83,167	6,142	89,309	44,782	63,233	70.8
	1935-36	56,646	4,667	61,313	23,484	1,122	24,606	82,130	5,789	87,919	45,914	65,937	69.6
Burma	1934-35	22,691	274	22,965	46,360	992	47,352	69,051	1,266	70,317	53,029	76,348	69.5
	1935-36	23,429	295	23,724	46,325	999	47,324	69,754	1,294	71,048	51,747	72,198	71.7

Railways for the years 1934-35 and 1935-36 (In thousands).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			Railway.
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			Passenger and total mixed.	Goods.	Total. (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	
Branch lines.														
Loaded. 15	Total. 16	Percentage loaded of total. 17	Loaded. 18	Total. 19	Loaded. (Cols. 12 + 15 + 18.) 20	Total. (Cols. 13 + 16 + 19.) 21	Percentage loaded of total. 22	23	24	25	26	27	28.	
5' 6" GAUGE.														
63,962	109,350	58.5	3,616	5,164	173,091	266,066	65.1	525	6,628	7,153	404	7,898	8,302	Bengal Nagpur.
72,738	121,925	59.7	3,130	4,845	193,615	295,476	65.6	565	8,230	8,795	416	8,618	9,031	
6,775	11,379	59.5	13,227	17,320	79,644	110,421	72.1	89	2,123	2,212	1,843	1,957	3,800	Bombay, Baroda and Central India.
7,113	11,611	61.2	13,148	16,878	81,122	111,927	72.5	93	1,247	1,340	1,461	1,881	3,342	
3,791	6,141	61.8	1,053	1,453	46,918	65,533	71.6	139	27,683	27,822	135	2,350	2,485	Eastern Bengal.
3,423	5,589	61.2	1,367	1,969	42,546	59,647	71.3	156	18,873	19,029	207	1,864	2,071	
46,302	69,490	66.6	3,178	4,234	401,743	619,583	64.8	3,182	25,426	28,608	2,201	14,474	16,675	East Indian.
47,653	71,631	66.5	2,983	4,014	400,196	618,032	64.8	3,169	23,012	26,181	2,305	14,423	16,728	
42,120	65,489	64.3	2,974	4,597	214,242	293,845	72.9	79	5,273	5,352	4,291	6,795	11,086	Great Indian Peninsula.
41,943	64,468	65.1	3,073	4,767	213,865	291,319	73.4	74	6,085	6,159	3,789	6,882	10,671	
12,305	15,110	81.4	2,983	3,839	64,257	88,157	72.9	796	3,464	4,260	920	2,675	3,595	Madras and Southern Mahratta.
12,010	14,927	80.5	3,036	3,895	69,102	99,668	69.3	614	2,723	3,337	662	2,882	3,544	
44	75	57.9	3,437	4,666	20,966	30,381	69.0	25	1,098	1,123	373	730	1,103	Nizam's State.
1	2	32.1	3,401	4,508	20,763	30,070	69.1	15	999	1,014	260	720	980	
20,821	28,493	73.1	25,070	32,572	241,332	328,898	73.4	461	12,886	13,347	6,235	6,433	12,668	North Western.
21,822	29,213	74.7	27,089	35,421	251,225	338,952	74.1	456	12,008	12,464	6,000	6,490	12,490	
2,529	3,376	74.9	1,259	1,585	17,430	22,269	78.3	12	2,248	2,260	286	1,168	1,454	South Indian.
4,160	5,805	71.8	1,296	1,603	20,159	26,319	76.6	13	2,592	2,605	38	1,338	1,376	
198,652	308,903	64.3	56,797	75,480	1,259,623	1,825,153	69.0	5,368	86,429	92,137	16,688	44,480	61,168	Total 5' 6" Gauge.
210,872	325,171	64.8	58,523	77,900	1,292,593	1,871,410	69.1	5,155	75,769	80,924	15,138	45,098	60,236	
3' 3 1/2" GAUGE.														
3,737	5,481	68.2	32,212	44,855	39,121	55,596	70.4	134	4,665	4,799	Nil	672	672	Assam Bengal.
3,692	5,525	66.8	29,718	43,519	34,867	51,230	68.1	130	3,578	3,708	Nil	554	554	
27,050	38,497	70.3	10,241	13,923	82,242	112,750	72.9	146	19,275	19,421	7,162	2,961	10,123	Bengal and North Western.
26,618	36,094	73.8	9,375	12,883	80,272	107,133	74.9	128	16,089	16,217	7,920	2,762	10,682	
31,145	46,897	70.7	18,526	25,158	96,453	135,288	71.3	48	1,634	1,682	2,670	2,446	5,116	Bombay, Baroda and Central India.
31,617	46,235	68.4	20,522	28,307	98,053	140,479	69.8	51	1,329	1,380	2,973	2,476	5,449	
7,681	11,317	67.9	17,747	22,579	78,457	110,244	71.2	162	9,409	9,571	121	2,736	2,857	Burma.
6,716	9,691	69.3	17,919	22,436	76,382	104,325	73.2	183	9,977	10,160	175	2,746	2,921	

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND			
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3 + 4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 + 7.)	Coaching Vehicles. (Cols. 3 + 6.)	Other Vehicles. (Cols. 4 + 7.)	Total. (Cols. 9 + 10.)	Goods.			
											Loaded.	Total.	Per- centage loaded of total.	
1	2	3	4	5	6	7	8	9	10	11				12	13	14
3' 3½" Gauge—concl'd.														
Eastern Bengal . . .	1934-35	41,724	1,248	42,972	8,560	Nil	8,560	50,284	1,248	51,532	34,794	48,947	71.1	
	1935-36	44,823	1,090	45,922	12,007	Nil	12,007	56,830	1,090	57,929	35,363	49,840	71.0	
Jodhpur	1934-35	7,447	219	7,666	10,665	263	10,928	18,112	482	18,594	13,908	20,364	68.7	
	1935-36	8,859	247	9,106	11,462	279	11,741	20,321	526	20,847	15,802	22,871	69.1	
Madras and Southern Maharatta.	1934-35	42,824	1,282	44,106	9,811	Nil	9,811	52,635	1,282	53,917	41,233	54,717	75.4	
	1935-36	45,534	904	46,438	9,994	80	10,074	55,528	984	56,512	39,274	51,351	76.5	
Nizam's State . . .	1934-35	10,261	397	10,658	1,697	28	1,725	11,958	425	12,383	10,657	14,576	73.1	
	1935-36	9,781	481	10,262	1,818	24	1,842	11,599	505	12,104	10,080	13,143	76.7	
Rohilkhand and Kumaon	1934-35	7,765	105	7,870	6,164	70	6,234	13,929	175	14,104	4,251	6,429	66.1	
	1935-36	8,076	104	8,180	6,239	67	6,306	14,315	171	14,486	4,443	6,821	65.1	
South Indian	1934-35	88,119	539	88,658	10,419	9	10,428	98,538	548	99,086	33,571	46,125	72.8	
	1935-36	88,802	607	89,409	9,985	2	9,987	98,787	609	99,396	33,382	47,126	70.8	
Total 3' 3½" Gauge .	1934-35	343,797	10,144	353,941	173,962	5,561	179,523	517,759	15,705	533,464	284,438	396,329	71.8	
	1935-36	356,966	9,255	366,221	180,978	5,883	186,861	537,944	15,138	553,082	281,741	389,629	72.3	
		Total			Total			Total			Total Main and Branch Lines.			
											Loaded.	Total.	Per- centage loaded of Total.	
2' 6" & 2' 0" Gauges.														
Bengal-Nagpur . . .	1934-35		12,017			8,950			20,967		6,253	9,691	64.5	
	1935-36		13,192			7,537			20,729		6,572	10,065	65.3	
Bombay, Baroda and Central India.	1934-35		841			2,279			3,120		35	69	50.7	
	1935-36		916			2,348			3,263		25	51	49.0	
Eastern Bengal . . .	1934-35		684			458			1,142		Nil	Nil	Nil	
	1935-36		684			390			1,074		Nil	Nil	Nil	
Great Indian Peninsula	1934-35		15			2,989			3,004		Nil	Nil	Nil	
	1935-36		7			3,055			3,062		Nil	Nil	Nil	
North-Western . . .	1934-35		1,648			6,624			8,272		2,294	3,902	58.8	
	1935-36		1,474			6,631			8,105		2,241	3,991	56.1	
South Indian	1934-35		Nil			1,843			1,843		Nil	Nil	Nil	
	1935-36		Nil			1,818			1,818		Nil	Nil	Nil	
Total 2' 6" & 2' 0" Gauges	1934-35		15,205			23,143			38,348		8,552	13,662	62.8	
	1935-36		16,272			21,779			38,051		8,838	14,107	62.6	
Total Class I Railways .	1934-35		1,296,026			317,493			1,613,519		1,487,877	2,290,967	70.1	
	1935-36		1,336,930			326,543			1,663,473		1,611,993	2,321,089	69.4	

Railways for the years 1934-35 and 1935-36 (In thousands)—concid.

PROPORTION OF MIXED.

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPART- MENTAL.)			Railway.
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			Pas- senger and total mixed.	Goods.	Total. (Cols. 23+24.)	Pas- senger and total mixed.	Goods.	Total (Cols. 26+27.)		
Branch lines.			Loaded.	Total.	Loaded. (Cols. 12+ 15+18.)	Total. (Cols. 13+ 16+19.)	Per- centage loaded of total.								
Loaded.	Total.	Per- centage loaded of total.													
														15	
1,448	2,309	62.7	4,754	6,562	40,996	57,818	70.9	107	3,991	4,098	557	1,367	1,924	} 3' 3 1/2" Gauge—conold. Eastern Bengal.	
1,958	3,123	62.7	5,518	7,389	42,839	60,352	71.0	186	1,706	1,892	373	1,283	1,656		
305	545	56.1	10,622	13,940	24,925	34,849	71.5	31	1,108	1,139	1,044	543	1,557	} Jodhpur.	
586	955	61.3	10,001	13,346	26,389	37,172	71.0	39	5,006	5,045	1,014	686	1,700		
11,101	15,569	71.3	13,284	17,445	65,618	87,731	74.8	126	2,913	3,039	1,355	4,796	6,151	} Madras and Southern Mahratta.	
11,396	15,351	74.2	11,728	15,134	62,398	81,836	76.3	141	3,353	3,494	1,088	4,450	5,538		
1	2	34.2	768	842	11,426	15,420	74.1	21	760	781	329	854	1,183	} Nizam's State.	
1	1	100.0	721	808	10,802	13,952	77.4	27	976	1,003	284	855	1,139		
127	227	56.0	5,902	8,027	10,280	14,683	70.0	102	3,282	3,384	1,582	319	1,901	} Rohilkund and Kumaon.	
114	214	53.2	6,062	8,295	10,619	15,330	69.3	115	2,975	3,090	1,554	323	1,877		
7,436	10,459	71.1	6,946	9,145	47,953	65,729	72.9	38	10,401	10,439	514	3,219	3,733	} South Indian.	
4,646	6,654	69.8	6,379	8,443	44,407	62,223	71.4	36	11,116	11,152	428	3,094	3,522		
92,031	131,303	70.9	121,002	162,476	497,471	690,108	72.1	915	57,438	58,353	15,304	19,913	35,217	} Total 3' 3 1/2" Gauge.	
87,344	123,843	70.5	117,943	160,580	487,028	674,032	72.3	1,036	56,105	57,141	15,809	19,229	35,038		
									Total.			Total.			
															2' 6" & 2' 0" Gauges.
									1,370			594			} Bengal Nagpur.
									1,211			627			
									88			265			} Bombay, Barod and Central India.
									130			261			
									7			30			} Eastern Bengal.
									Nil			16			
									385			40			} Great Indian Peninsula.
									336			21			
									354			1,424			} North Western.
									250			1,208			
									12			Nil			} South Indian.
									12			Nil			
									2,216			2,353			} Total 2' 6" and 2' 0" Gauges.
									1,939			2,223			
									152,706			98,788			} Total Class I Railways.
									140,004			97,497			

20.—Statement of speed of Goods Trains (excluding Departmental) of Class I Railways for the years 1934-35 and 1935-36.

Average speed of Goods Trains.												
Railway.		Through Goods Trains.						All Goods Trains.				
		Train miles per Train Engine hour.						Train miles per Train Engine hour.				
		Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.
Year.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	15.8	14.8	12.4	12.7	14.1	13.8	12.1	11.8	10.7	11.0	11.5	11.5
Bombay, Baroda and Central India	12.5	12.6	11.3	11.1	12.3	12.4	11.6	11.7	11.3	11.0	11.5	11.6
Eastern Bengal	15.3	16.5	13.5	13.5	15.2	16.3	11.0	11.0	7.87	7.87	10.5	10.5
East Indian	13.3	13.1	9.79	9.20	13.0	12.7	11.5	11.2	8.56	8.23	10.9	10.5
Great Indian Peninsula { Steam	14.9	15.9	13.6	13.7	14.3	14.9	12.6	12.9	11.9	11.9	12.4	12.6
	16.5	17.6	Nil	Nil	16.5	17.6	13.8	14.5	Nil	Nil	13.8	14.5
Madras and Southern Mahratta	14.1	14.3	13.8	13.9	14.1	14.2	11.6	11.9	10.2	10.0	11.3	11.5
Nizam's State	13.1	13.1	13.9	12.8	13.1	13.1	11.4	11.9	13.9	12.8	11.4	11.9
North Western	15.6	15.2	Nil	Nil	15.6	15.2	10.6	10.4	10.0	9.66	10.5	10.3
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	11.0	11.2	10.3	11.5	10.8	11.3
Average for 5' 6" gauge { Steam	*	*	*	*	*	*	11.8	11.7	10.7	10.7	11.6	11.5
	16.5	17.6	Nil	Nil	16.5	17.6	13.8	14.5	Nil	Nil	13.8	14.5
3' 3½" GAUGE.												
Assam Bengal	11.6	11.4	10.6	11.3	10.9	11.3	11.6	9.84	10.4	10.8	10.7	10.6
Bengal and North Western	11.7	12.8	7.24	8.75	9.70	11.6	9.61	10.4	7.98	9.06	8.78	9.71
Bombay, Baroda and Central India	13.1	13.4	13.8	14.2	13.3	13.5	12.1	12.2	11.1	11.3	11.6	11.8
Burma	13.3	13.0	11.8	11.7	12.7	12.5	11.9	11.7	11.8	11.7	11.9	11.7
Eastern Bengal	12.9	13.7	8.51	8.67	12.9	13.4	10.9	11.3	8.06	8.85	10.6	11.0
Jodhpur	14.4	13.4	8.19	8.74	13.7	12.9	10.5	9.63	9.34	9.89	10.0	9.65
Madras and Southern Mahratta	11.4	11.5	10.9	10.7	11.2	11.3	10.8	10.8	10.9	10.5	10.8	10.7
Nizam's State	11.6	12.3	9.75	13.3	11.6	12.3	9.83	10.2	9.75	13.3	9.83	10.2
Rohilkund and Kumaon	9.38	9.10	10.1	10.7	9.41	9.16	9.38	9.10	10.1	10.7	9.41	9.16
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	11.6	11.4	9.68	10.1	11.0	11.2
Average for 3' 3½" gauge	*	*	*	*	*	*	11.2	11.2	10.7	11.1	11.0	11.2

2' 6" AND 2' 0" GAUGES.		All Goods Trains.	
		1934-35.	1935-36.
Bengal Nagpur		9.10	9.09
Bombay, Baroda and Central India		13.3	10.5
Eastern Bengal		Nil	Nil
Great Indian Peninsula		Nil	Nil
North Western		7.90	8.01
South Indian		Nil	Nil
Average for 2' 6" and 2' 0" gauges		8.73	8.80

* Information not available.

† Other than Electric multiple unit suburban trains.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1934-35 and 1935-36.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.
Year.	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	5.23	4.79	1.05	1.11	1.15	1.17	44.8	42.0	8.17	8.65	8.81	10.6
Bombay, Baroda and Central India	3.68	4.05	3.86	4.07	3.88	4.10	35.3	35.5	2.41	2.42	2.49	2.53
Eastern Bengal	7.18	7.10	0.49	0.66	0.51	0.69	58.2	58.1	4.63	3.37	5.41	4.09
East Indian	4.79	4.71	2.82	2.93	3.30	3.52	33.3	33.8	7.50	7.71	8.56	8.92
Great Indian Peninsula	3.05	3.10	1.20	1.15	2.35	2.31	32.0	32.5	3.27	3.32	4.26	4.58
Madras and Southern Mahratta	3.17	2.97	2.24	2.02	2.42	2.16	32.1	30.7	4.97	4.89	5.25	5.62
Nizam's State	6.11	6.15	2.00	1.92	2.33	1.94	26.6	27.3	10.2	7.04	10.6	7.14
North Western	6.86	6.91	1.25	1.35	1.91	2.04	30.6	30.9	6.01	6.27	6.47	6.71
South Indian	5.39	3.60	0.64	0.80	0.65	0.66	44.8	38.5	6.36	5.72	7.65	6.81
Average for 5' 6" gauge	5.03	4.94	1.76	1.82	2.27	2.34	35.4	35.1	6.14	6.25	6.89	7.33
3' 3½" GAUGE.												
Assam Bengal	8.25	7.43	1.37	1.20	1.81	1.82	32.8	29.8	2.93	1.80	4.24	3.86
Bengal and North Western	3.83	3.56	0.62	0.49	0.90	0.74	51.8	50.7	1.83	1.66	4.10	3.54
Bombay, Baroda and Central India	5.29	5.57	0.85	0.72	1.27	1.02	29.8	28.4	2.09	2.02	3.35	3.14
Burma	5.59	5.28	0.63	0.71	0.63	0.71	24.2	26.7	6.16	5.79	6.18	5.80
Eastern Bengal	8.40	7.61	0.26	0.36	0.38	0.42	42.9	41.2	0.94	0.62	1.25	0.87
Jodhpur	10.4	8.82	0.95	0.68	1.60	1.35	28.2	29.5	2.96	1.81	3.57	2.27
Madras and Southern Mahratta	2.73	2.39	1.30	1.09	1.73	1.36	22.1	22.5	3.16	3.80	6.39	6.40
Nizam's State	3.50	3.12	2.60	2.09	2.63	2.37	22.3	22.7	7.75	8.56	8.14	8.89
Rohilkund and Kumaon	4.38	4.35	1.70	1.63	2.73	2.42	36.8	35.5	1.54	1.61	3.32	2.33
South Indian	4.59	3.20	0.21	0.15	0.33	0.19	31.3	32.1	1.62	0.72	2.86	0.84
Average for 3' 3½" gauge	5.07	4.57	0.75	0.68	1.03	0.89	32.6	32.3	2.97	2.70	4.37	3.86
† Other engine miles per 100 train miles.												
2' 6" AND 2' 0" GAUGES.												
Year.				1934-35.	1935-36.							
Bengal Nagpur				25.1	25.0							
Bombay, Baroda and Central India				10.1	10.5							
Eastern Bengal				2.43	0.15							
Great Indian Peninsula				8.65	8.73							
North Western				19.1	18.6							
South Indian				6.02	4.55							
Average for 2' 6" and 2' 0" gauges				18.5	18.3							

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—Statement of Engine Usage of Class I

Railway.	Year	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN			
		Authorised stock.	On line.	Under or awaiting repair.	Available for use	Maxi- mum in any one month	Mini- mum in any one month.	Passenger service.	Mixed service.	Goods service.	
1	2	3	4	5	6	7	8	9	10	11	
5' 6" GAUGE.											
Bengal Nagpur	1934-35	743	708	187	521	51	46	108	7	211	
	1935-36	743	672	135	537	9	4	107	6	232	
Bombay, Baroda and Central India.	1934-35	385	364	75	289	19	10	74	22	63	
	1935-36	384	361	66	295	21	16	71	21	61	
Eastern Bengal	1934-35	330	303	65	233	10	3	96	6	43	
	1935-36	313	302	68	230	10	1	101	8	40	
East Indian	1934-35	1,588	1,597	234	1,351	200	78	300	41	384	
	1935-36	1,588	1,578	233	1,335	143	47	299	41	395	
Great Indian Peninsula.	Steam	1934-35	817	815	153	662	139	100	135	27	156
		1935-36	*766	*752	137	†615	137	63	132	26	149
	† Electric	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
		1935-36	65	65	10	55	Nil	Nil	24	Nil	19
Madras and Southern Maharatta.	1934-35	305	304	79	225	20	9	86	10	64	
	1935-36	305	302	71	231	20	14	84	9	63	
Nizam's State	1934-35	85	86	23	63	Nil	Nil	13	11	16	
	1935-36	85	85	16	69	Nil	Nil	12	9	15	
North Western	1934-35	1,278	1,264	175	1,089	142	71	241	113	223	
	1935-36	1,263	1,239	199	1,040	72	58	225	118	234	
South Indian	1934-35	152	151	31	120	3	Nil	54	7	22	
	1935-36	152	154	34	120	1	Nil	56	7	24	
Total 5' 6" Gauge	Steam	1934-35	5,683	5,592	977	4,598	1,107	244	1,172
		1935-36	5,599	5,445	959	4,472	1,087	245	1,213
	† Electric	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
		1935-36	65	65	10	55	Nil	Nil	24	Nil	19
3' 3½" GAUGE.											
Assam Bengal	1934-35	205	205	31	174	Nil	Nil	Nil	95	16	
	1935-36	205	204	29	175	Nil	Nil	3	99	13	
Bengal and North Western .	1934-35	355	388	22	366	22	1	95	53	81	
	1935-36	355	389	19	370	31	1	103	50	73	
Bombay, Baroda and Central India.	1934-35	490	463	62	401	63	27	90	53	72	
	1935-36	490	463	68	395	64	47	86	56	71	

*This includes 8 engines used exclusively by Mechanical Department.

†Excluding Electric Multiple Unit Suburban Trains.

‡This includes 7 engines used exclusively by Mechanical Department.

Railways for the years 1934-35 and 1935-36.

USE DAILY ON—			Spare.	Maxi- mum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per en- gine avail- able for use.	Railway.
Depart- mental service.	Shunt- ing includ- ing sid- ing.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomo- tive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5' 6" GAUGE.
24	76	426	95	461	140	169	95	109	66	13,798	24,789	8·70	} B. N.
26	78	449	85	476	144	184	99	112	75	15,936	25,747	9·87	
45	13	217	56	243	137	108	83	98	58	12,402	23,023	6·60	} B., B. & C. I.
13	45	211	64	238	144	115	86	101	59	12,638	23,841	6·37	
18	46	209	18	230	147	120	95	120	83	9,125	15,886	10·3	} E. B.
13	45	207	17	228	144	110	94	119	82	8,841	14,491	10·2	
64	220	1,009	203	1,127	141	111	96	103	65	16,268	27,347	7·50	} E. I.
67	229	1,031	217	1,116	145	113	94	103	67	15,922	26,410	7·78	
27	85	430	114	423	197	100	108	127	67	*12,345	*25,478	6·95	} Steam. Elec. † } G.I.P.
††25	86	††418	95	464	202	106	115	131	72	13,576	26,256	7·36	
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,984	9·51	
2	5	50	5	56	197	Nil	98	144	111	26,305	37,420	9·58	
12	26	188	21	199	132	110	96	110	71	12,937	22,898	8·59	} M. & S. M.
12	25	193	21	202	135	118	95	111	71	14,047	24,103	8·56	
6	7	53	10	66	161	116	109	115	71	13,722	26,644	9·63	} N. S.
6	8	50	19	59	162	128	116	117	68	13,289	27,812	8·24	
34	127	738	239	791	122	142	84	103	60	10,259	19,166	6·21	} N. W.
34	126	737	239	792	135	142	83	106	63	11,071	18,604	6·74	
7	9	99	20	114	131	91	96	111	72	7,707	14,307	8·89	} S. I.
9	7	103	17	112	137	97	97	115	77	8,636	16,136	9·40	
237	609	3,369	776	..	143	126	95	108	65	*13,184	*24,023		} Steam. Elec. † } Total 5' 6" Gauge.
205	649	3,399	774	..	149	128	95	110	69	13,870	23,807		
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,984		
2	5	50	5	56	197	Nil	98	144	111	26,305	37,420		
													3' 3½" GAUGE.
8	25	143	31	151	Nil	94	90	90	63	5,520	8,618	8·60	} A. B.
7	24	146	29	153	91	95	93	90	64	5,109	7,744	8·36	
29	45	303	63	334	115	99	95	99	79	7,695	11,344	9·26	} B. & N. W.
28	41	295	75	328	115	106	97	102	79	7,951	12,159	8·73	
18	39	272	77	317	118	95	97	97	67	7,371	14,243	6·41	} B., B & C. I.
18	40	271	69	305	120	97	* 100	99	58	7,308	14,124	6·35	

* Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

†† This includes 7 engines used exclusively by Mechanical Department.

††† C.A. 202.

22.—Statement of Engine Usage of Class 1

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—concl'd.										
Burma	1934-35	390	392	46	346	22	5	21	93	55
	1935-36	389	389	39	350	11	1	22	93	52
Eastern Bengal	1934-35	223	220	47	172	39	27	46	18	31
	1935-36	212	213	30	182	45	23	46	20	33
Jodhpur	1934-35	105	107	9	98	Nil	Nil	8	31	12
	1935-36	105	106	9	97	Nil	Nil	10	31	13
Madras and Southern Mahratta	1934-35	341	360	56	304	35	24	65	41	79
	1935-36	340	357	66	291	29	22	67	38	77
Nizam's State	1934-35	87	83	23	60	Nil	Nil	19	4	8
	1935-36	87	87	14	73	Nil	Nil	17	4	9
Rohilkund and Kumaon	1934-35	75	76	..	71	Nil	Nil	14	22	7
	1935-36	75	76	..	71	Nil	Nil	14	22	7
South Indian	1934-35	*406	403	80	323	19	3	136	35	52
	1935-36	*401	391	79	312	17	13	138	33	48
Total 3' 3½" Gauge	1934-35	2,677	2,697	376	2,315	..	..	494	445	412
	1935-36	2,659	2,675	353	2,316	..	..	506	446	396
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1934-35	116	113	24	89	Nil	Nil	19	21	15
	1935-36	116	112	23	80	8	4	21	18	16
Bombay, Baroda and Central India.	1934-35	27	26	6	20	Nil	Nil	4	11	Nil
	1935-36	27	26	5	21	Nil	Nil	3	12	Nil
Eastern Bengal	1934-35	9	11	3	8	Nil	Nil	3	3	Nil
	1935-36	9	9	2	6	Nil	Nil	3	2	Nil
Great Indian Peninsula	1934-35	22	22	5	17	1	Nil	Nil	12	Nil
	1935-36	22	22	5	17	2	Nil	Nil	12	Nil
North Western	1934-35	100	100	14	86	15	10	3	24	16
	1935-36	100	101	16	85	18	9	3	23	16
South Indian	1934-35	11	11	1	10	3	Nil	Nil	6	Nil
	1935-36	11	11	2	9	3	Nil	Nil	5	Nil
TOTAL 2' 6" AND 2' 0" GAUGES	1934-35	285	283	53	230	..	..	29	77	31
	1935-36	285	281	53	227	..	..	30	72	32

*Excludes 2 Battery Tenders.

Railways for the years 1934-35 and 1935-36—concl'd.

USE DAILY ON—			Spare.	Maxi- mum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per en- gine avail- able for use.	Railway.
Depart- mental service.	Shunt- ing includ- ing siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3½" GAUGE —concl'd.
13	41	223	112	253	162	116	105	112	63	7,736	15,034	6·87	} Burma.
15	40	222	122	251	160	123	104	114	65	7,397	14,463	6·87	
5	28	128	11	143	124	107	103	104	61	6,001	11,133	8·27	} E. B.
5	28	132	14	143	132	121	100	109	68	6,578	11,249	8·10	
4	9	64	34	78	131	100	101	98	59	4,874	10,581	8·10	} Jodhpur.
7	10	71	26	82	136	100	104	100	66	6,452	10,892	9·27	
8	33	226	47	250	141	98	91	102	64	5,166	8,639	7·22	} M. & S. M.
10	32	224	41	243	141	98	86	101	63	4,806	8,203	7·29	
2	8	41	19	49	141	123	134	118	58	6,692	15,470	7·29	} N. S.
4	7	41	32	52	145	117	117	113	53	5,602	14,210	5·95	
11	3	57	14	Nil	129	108	90	106	80	6,087	8,919	8·90	} R. & K.
3	11	57	14	68	132	108	92	107	80	6,152	8,955	8·84	
22	15	260	50	287	126	85	87	106	68	*5,064	*9,778	*8·69	} S. I
24	15	258	38	279	125	86	85	105	69	*5,103	*10,078	*8·59	
120	246	1,717	458	..	127	101	96	102	65	6,444	11,075		} TOTAL 3 3½" GAUGE.
121	248	1,717	460	..	127	104	95	103	66	6,435	11,342		
													2' 6" & 2' 0" GAUGES
2	10	67	22	78	102	91	74	88	52	2,048	3,736	7·60	} B. N.
2	10	67	19	77	95	97	77	88	53	2,080	3,746	7·73	
Nil	Nil	15	6	19	75	80	Nil	79	46	2,495	2,495	7·75	} B., B. & C I.
Nil	Nil	15	6	18	100	74	Nil	82	47	1,699	1,699	7·53	
Nil	Nil	6	2	7	61	55	Nil	59	30	247	542	7·09	} E. B.
Nil	Nil	5	1	7	59	51	Nil	56	33	320	546	8·46	
1	1	14	2	15	Nil	102	Nil	98	63	1,183	2,196	7·69	} G. I. P.
Nil	1	13	3	18	Nil	106	Nil	108	64	1,146	2,128	7·63	
1	5	49	24	65	113	79	64	75	37	822	1,757	5·24	} N. W
1	5	48	24	59	117	81	64	76	36	856	1,860	5·26	
Nil	Nil	6	2	7	Nil	75	Nil	75	41	1,445	2,716	6·19	} S. I.
..	Nil	5	2	7	Nil	87	Nil	87	43	1,289	2,671	6·78	
4	16	157	57	..	95	85	69	86	46	1,479	2,888		} TOTAL 2' 6" AND 2' 0" GAUGES.
3	16	153	55	..	94	87	70	84	46	1,493	2,941		

* Combined figures for Steam and Electric.

23.—Statement of Loads of Trains of Class I Railways for the years 1934-35 and 1935-36.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		PAS- SENGER TRAINS.	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.		
				Main lines			Branch lines.			Main and Branch lines.		
				Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
		No of vehicles.	Gross weight includ- ing weight of engine.									
		3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur .	1934-35	15	416	29	42	69.6	26	44	58.5	405	918	802
	1935-36	16	419	29	42	69.8	26	43	59.6	410	925	806
Bombay, Baroda and Central India.	1934-35	17	400	39	53	73.6	26	44	59.1	410	971	866
	1935-36	18	394	39	54	72.2	27	44	61.3	418	988	884
Eastern Bengal .	1934-35	16	365	34	47	72.6	26	41	61.8	321	843	748
	1935-36	16	366	33	46	72.5	25	40	61.2	297	798	704
East Indian .	1934-35	17	417	35	55	64.5	22	33	66.6	481	1,079	964
	1935-36	17	417	35	55	64.4	22	33	66.6	469	1,063	946
Great Indian Peninsula	Steam { 1934-35	15	393	37	50	74.4	23	36	64.3	376	915	805
	1935-36	15	398	37	49	75.1	23	36	65.1	375	912	800
	** { 1934-35	18	457	44	53	83.2	Nil	Nil	Nil	471	1,135	996
	Electric { 1935-36	18	466	44	54	81.9	Nil	Nil	Nil	472	1,149	1,011
Madras and Southern Mahratta.	1934-35	13	385	37	52	70.8	32	39	81.4	349	923	797
	1935-36	14	386	34	51	66.9	31	39	80.5	358	932	810
Nizam's State .	1934-35	14	415	32	46	68.2	31	53	57.9	340	831	695
	1935-36	15	431	31	46	67.9	11	35	32.1	333	829	696
North Western .	1934-35	18	409	38	53	73.0	24	33	73.1	317	810	703
	1935-36	18	405	39	53	73.8	25	34	74.7	310	810	702
South Indian .	1934-35	12	313	28	35	78.8	22	30	74.9	243	673	570
	1935-36	12	303	30	39	77.7	22	30	71.8	256	716	610
Average for 5' 6" gauge	Steam { 1934-35	16	389	35	51	69.4	24	38	64.3	391	931	815
	1935-36	16	400	35	51	69.4	24	38	64.8	393	943	823
	** { 1934-35	18	457	44	53	83.2	Nil	Nil	Nil	471	1,135	996
	Electric { 1935-36	18	466	44	54	81.9	Nil	Nil	Nil	472	1,149	1,011
3' 3½" GAUGE.												
Assam Bengal .	1934-35	30	311	27	45	60.3	13	19	68.2	136	345	299
	1935-36	4	285	19	29	66.7	13	19	66.8	118	315	269
Bengal and North Western.	1934-35	16	215	34	46	73.9	24	34	70.6	189	411	359
	1935-36	16	215	36	48	75.0	25	33	75.8	193	417	365
Bombay, Baroda and Central India.	1934-35	19	255	36	51	70.6	31	43	72.1	210	468	411
	1935-36	20	253	36	51	70.6	29	42	69.1	203	460	401

** Excluding Electric multiple unit suburban trains.

23.—Statement of Loads of Trains of Class I Railways for the years 1934-35 and 1935-36—concl'd.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).											
		PAS- SENGER TRAINS.	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				Main lines.			Branch lines.			Main and Branch lines.			
				No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
3' 3½" GAUGE—concl'd.			Tons.								Tons.	Tons.	Tons.
Burma	1934-35	18	229	38	55	69.5	14	21	67.9	208	472	393	
	1935-36	18	222	40	55	71.7	14	20	69.3	201	459	383	
Eastern Bengal	1934-35	21	276	33	47	71.1	19	31	62.7	173	470	408	
	1935-36	21	277	33	47	71.0	21	34	62.7	170	463	401	
Jodhpur	1934-35	20	280	36	53	68.0	15	26	57.0	153	386	326	
	1935-36	18	273	36	52	69.2	16	26	61.5	156	393	335	
Madras and Southern Mahratta.	1934-35	14	217	26	34	75.4	16	23	71.3	133	373	298	
	1935-36	14	217	27	35	76.5	17	22	74.2	131	372	299	
Nizam's State	1934-35	11	202	28	39	73.0	7	19	34.2	206	503	426	
	1935-36	11	210	28	37	76.7	15	15	100.0	263	494	416	
Rohilkund and Kumaon	1934-35	12	195	20	30	66.7	14	25	56.0	136	298	245	
	1935-36	13	194	21	32	65.6	12	22	54.5	136	301	248	
South Indian	1934-35	15	197	33	45	72.8	23	32	71.1	160	432	367	
	1935-36	15	189	32	45	70.8	21	31	69.8	164	440	376	
Average for 3' 3½" gauge.	1934-35	16	230	33	46	71.8	22	32	70.1	174	422	357	
	1935-36	16	226	33	46	72.3	22	31	70.5	171	417	353	
2' 6" AND 2' 0" GAUGES.													
Bengal Nagpur	1934-35									67	219	167	
	1935-36									65	214	162	
Bombay, Baroda and Central India.	1934-35									40	118	90	
	1935-36									42	119	91	
Eastern Bengal	1934-35									11	53	40	
	1935-36									11	53	40	
Great Indian Peninsula	1934-35									27	119	72	
	1935-36									25	118	70	
North Western	1934-35									32	140	90	
	1935-36									33	140	91	
South Indian	1934-35									39	133	93	
	1935-36									32	121	81	
Average for 2' 6" and 2' 0" gauges.	1934-35									46	168	118	
	1935-36									45	165	116	

24. -- Statement* of vehicles and wagons and their usage on Class I Railways for the years 1934-35 and 1935-36.

Railway.	Year.	COACHING STOCK								GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).			Net ton miles per wagon day (in terms of 4-wheelers).
		AVERAGE AUTHORISED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day (in terms of 4-wheelers.)	Average authorised stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).			
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.									
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.											In units.	In terms of 4-wheelers.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
5' 6" GAUGE.																				
Bengal Nagpur	1934-35	843	395	811	1,583	248	335	119	22,876	22,985	24,624	22,061	20.4	18.2	13.3	14.9	32.8	321		
	1935-36	842	394	807	1,576	247	334	123	22,845	22,926	24,565	22,575	20.6	18.3	12.6	15.0	35.5	353		
Bombay, Baroda and India.	1934-35	626	303	566	1,090	192	222	112	10,166	9,216	9,446	9,272	20.7	13.9	10.1	12.3	32.5	290		
	1935-36	626	298	561	1,083	198	228	114	10,094	9,198	9,455	9,209	21.0	13.7	9.99	12.3	33.1	295		
Eastern Bengal	1934-35	502	346	792	1,532	254	271	120	8,216	7,657	7,811	7,151	20.5	13.5	8.00	9.90	25.0	178		
	1935-36	801	364	732	1,426	250	266	131	7,934	7,865	8,019	7,091	19.8	13.3	7.89	9.77	22.9	160		
East Indian	1934-35	2,267	884	2,580	4,807	662	840	130	49,282	48,867	49,304	48,748	20.6	13.9	8.28	14.7	34.5	333		
	1935-36	2,139	862	2,549	4,767	662	842	133	49,079	48,596	49,033	48,384	20.6	14.0	7.75	14.5	34.6	328		
Great Indian Peninsula.	1934-35	1,222	826	1,165	2,346	574	698	160	17,287	17,190	18,398	17,693	19.6	15.3	11.1	11.6	45.2	386		
	1935-36	1,150	793	1,128	2,276	552	675	168	17,130	17,172	18,431	18,917	20.2	15.5	12.1	11.7	41.8	362		
Madras and Southern Mahratta.	1934-35	637	322	698	1,184	224	238	102	5,775	5,806	5,895	5,619	19.3	13.3	7.00	10.6	42.4	333		
	1935-36	631	319	696	1,186	222	236	106	5,803	5,979	6,060	5,787	20.0	12.3	6.80	11.3	46.4	369		
Nizam's State	1934-35	119	54	123	213	35	38	150	2,090	†2,168	†2,168	2,138	19.8	15.9	6.51	13.1	38.8	352		
	1935-36	118	55	122	213	35	38	148	2,086	†2,110	†2,110	2,000	20.0	16.6	6.28	12.7	40.9	361		
North Western	1934-35	2,474	1,364	2,427	4,662	932	1,013	116	28,507	28,287	29,254	27,931	20.4	13.5	8.09	10.1	31.7	239		
	1935-36	2,454	1,339	2,404	4,629	937	1,014	120	28,321	28,145	29,106	28,318	19.9	13.1	7.89	9.81	32.1	238		
South Indian	1934-35	316	126	312	633	105	114	112	2,299	2,144	2,156	1,949	22.3	15.4	9.33	9.67	31.0	237		
	1935-36	324	126	315	639	102	111	124	2,209	2,299	2,311	2,154	21.1	15.0	9.33	9.72	33.1	249		
Total 5' 6" Gauge and average.	1934-35	9,306	4,620	9,474	18,050	3,228	3,769	126	146,498	144,320	149,056	142,562				12.7	34.8	308		
	1935-36	9,085	4,550	9,314	17,795	3,205	3,744	130	145,591	144,290	149,090	144,435				12.6	35.1	309		
3' 3½" GAUGE.																				
Assam Bengal	1934-35	620	239	618	1,188	117	129	83	5,306	5,223	5,702	5,323	10.5	8.55	6.41	6.93	28.6	139		
	1935-36	615	244	613	1,183	123	135	86	5,319	5,172	5,656	5,410	10.4	7.98	6.27	6.71	25.8	118		
Bengal and North Western.	1934-35	1,332	249	1,312	1,860	54	55	115	10,282	11,535	11,691	11,769	10.6	9.01	5.12	7.32	25.7	140		
	1935-36	1,318	249	1,308	1,859	54	55	124	10,379	11,610	11,763	11,846	10.3	9.00	5.09	7.28	24.2	135		
Bombay, Baroda & Central India.	1934-35	1,430	293	1,261	2,275	164	205	70	8,936	8,475	9,973	9,953	9.49	9.44	6.13	7.02	33.2	186		
	1935-36	1,430	285	1,224	2,213	179	220	92	8,897	8,452	9,924	9,895	9.19	9.39	6.05	7.01	38.6	190		
Burma	1934-35	1,007	428	711	1,591	189	220	110	9,633	9,633	10,548	9,117	12.6	12.1	6.11	8.29	32.3	195		
	1935-36	937	414	735	1,415	180	210	117	9,153	9,153	10,012	9,261	11.6	12.1	6.19	8.01	29.9	181		

* Does not include electric multiple unit suburban services stock.

† Excludes 20 covered wagons used as coaching vehicles.

24.—Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1934-35 and 1935-36
—concl'd.

Railway.	Year.	COACHING STOCK.							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).					
		AVERAGE AUTHORIZED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day (in terms of 4-wheelers).	AVERAGE NUMBER OF WAGONS OWNED.			Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.			Average authorised stock (in units).	In units.	In terms of 4-wheelers.							
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3½" GAUGE— concl'd. Eastern Bengal	1934-35	778	316	752	1,382	218	228	85	5,221	5,032	6,784	6,338	9.27	8.08	7.12	5.83	24.7	103
	1935-36	770	317	710	1,333	208	216	100	5,034	5,129	6,883	6,424	9.34	7.95	6.82	5.81	25.3	106
Jodhpur	1934-35	243	88	235	399	26	33	115	2,416	2,382	2,606	2,785	9.83	8.56	3.09	5.64	33.0	138
	1935-36	254	87	249	426	26	33	121	2,412	2,359	2,576	2,688	10.2	8.63	4.15	5.73	36.3	154
Madras and Southern Mahratta.	1934-35	881	230	891	1,466	177	187	87	7,296	7,879	8,267	8,159	11.3	8.89	4.90	6.40	28.7	141
	1935-36	878	227	861	1,433	171	181	94	7,275	7,564	7,938	7,803	11.0	8.11	4.75	6.15	27.9	134
Nizam's State.	1934-35	150	41	153	235	16	16	131	1,346	†1,314	†1,320	1,274	9.37	9.94	5.90	7.71	33.1	190
	1935-36	143	41	148	231	16	16	128	1,346	†1,311	†1,317	1,301	9.81	9.79	5.96	7.60	29.3	172
Rohilkund & Kumaon.	1934-35	249	83	229	343	37	38	100	2,475	2,646	2,686	2,393	13.6	11.5	8.67	10.5	16.7	107
	1935-36	244	88	224	338	42	43	103	2,669	2,832	2,872	2,672	11.6	11.4	9.12	10.5	15.6	96
South Indian	1934-35	1,261	191	1,216	2,414	135	214	103	5,220	6,350	7,578	7,417	10.4	8.19	5.22	5.94	23.8	105
	1935-36	1,236	186	1,218	2,426	128	222	102	5,190	5,214	7,344	7,155	10.1	8.16	5.11	6.17	23.2	105
Total 3' 3½" Gauge and Average.	1934-35	7,951	2,158	7,440	13,153	1,133	1,325	95	58,131	59,469	67,155	64,528				6.97	28.2	147
	1935-36	7,825	2,138	7,290	12,857	1,137	1,331	104	57,674	58,796	66,285	64,455				6.88	28.1	142
2' 6" & 2' 0" GAUGES																		
Bengal Nagpur	1934-35	396	57	384	756	25	49	69	1,952	1,952	3,864	3,781				3.64	11.6	30
	1935-36	395	57	379	740	24	47	69	1,950	1,950	3,860	3,749				3.66	11.9	30
Bombay, Baroda and Central India.	1934-35	71	1	70	140	1	2	*	316	304	504	502				4.40	9.08	25
	1935-36	71	1	67	134	1	2	*	315	302	506	503				4.68	9.34	27
Eastern Bengal	1934-35	63	2	55	61	Nil	Nil	51	25	25	25	7				1.37	16.3	19
	1935-36	63	Nil	49	55	Nil	Nil	53	25	24	24	6				1.14	27.7	23
Great Indian Peninsula.	1934-35	48	3	48	92	2	2	88	201	201	397	397				2.90	18.0	39
	1935-36	49	3	49	93	2	2	88	201	201	397	397				2.72	18.8	38
North Western	1934-35	308	81	297	570	66	108	33	770	760	1,362	1,267				3.41	17.5	40
	1935-36	299	74	294	565	61	103	33	760	761	1,365	1,227				3.46	19.1	44
South Indian	1934-35	34	1	34	68	Nil	Nil	74	78	78	156	156				2.97	12.5	29
	1935-36	34	1	34	68	Nil	Nil	73	78	78	156	156				2.72	11.2	24
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	1934-35	920	145	888	1,686	94	161	43	3,342	3,320	6,308	6,110				3.52	13.1	32
	1935-36	911	136	872	1,664	88	154	43	3,329	3,316	6,308	6,038				3.53	13.6	33

*Information not available.

‡ Does not include electric multiple unit suburban service stock.

† Excludes 20 open wagons high sided, coupled to goods brake-vans and 2 wagons high sided, temporarily used as water tanks.

25.—Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36.

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur .	1934-35	294,794	325,362	939,103	1,034,018	3,029,431	3,336,791	12·2
	1935-36	298,953	329,948	1,061,378	1,168,638	3,321,631	3,658,596	13·0
Bombay, Baroda and Central India.	1934-35	703,958	860,008	643,282	795,267	2,369,154	2,894,338	10·7
	1935-36	715,154	874,378	643,014	795,600	2,395,899	2,929,332	10·5
Eastern Bengal .	1934-35	698,308	738,658	537,768	665,710	3,271,534	4,049,878	18·2
	1935-36	697,820	739,838	445,963	551,906	3,079,857	3,811,509	17·7
East Indian .	1934-35	612,933	768,164	1,090,548	1,359,781	3,740,884	4,657,989	14·6
	1935-36	617,750	774,633	1,068,711	1,333,298	3,743,999	4,664,455	14·7
Great Indian Peninsula.	1934-35	391,232	489,378	575,991	720,486	2,630,760	3,290,721	13·7
	1935-36	418,363	523,319	579,603	725,009	2,653,367	3,319,024	13·7
Madras and Southern Mahratta.	1934-35	570,713	599,985	570,321	599,548	2,852,666	2,998,855	14·2
	1935-36	562,373	591,218	650,322	683,649	3,051,218	3,207,582	14·6
Nizam's State.	1934-35	233,539	233,539	402,195	402,195	1,589,984	1,589,984	7·23
	1935-36	244,173	244,173	387,322	387,322	1,551,922	1,551,922	6·94
North Western .	1934-35	411,218	469,185	353,095	402,869	1,725,298	1,968,503	8·51
	1935-36	410,936	469,042	360,700	411,703	1,778,599	2,030,090	8·78
South Indian .	1934-35	508,662	508,662	285,509	285,509	1,960,419	1,960,419	14·1
	1935-36	502,890	502,890	311,943	311,943	2,071,979	2,071,979	14·8
Total 5' 6" gauge .	1934-35	472,237	554,068	659,245	773,481	2,644,086	3,102,261	11·9
	1935-36	479,711	563,032	671,388	788,001	2,703,912	3,173,555	12·1
3' 3½" GAUGE.								
Assam Bengal .	1934-35	199,429	199,429	214,566	214,566	904,263	904,263	7·64
	1935-36	224,566	224,566	186,104	186,104	874,155	874,155	7·99
Bengal and North Western.	1934-35	476,095	478,277	298,675	300,043	671,755	674,833	10·7
	1935-36	512,804	515,157	288,485	289,808	628,164	631,045	10·9
Bombay, Baroda and Central India.	1934-35	446,861	447,427	309,080	309,488	1,236,734	1,238,303	9·85
	1935-36	448,960	449,533	313,504	313,905	1,249,198	1,250,794	9·96
Burma .	1934-35	207,814	228,682	298,439	328,408	1,106,869	1,218,018	8·96
	1935-36	212,636	233,988	283,464	311,929	1,091,785	1,201,420	9·16

**25.—Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36—
concl'd.**

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal .	1934-35 .	322,306	324,497	229,641	231,203	1,255,511	1,264,048	9·89
	1935-36 .	353,794	356,200	233,822	235,412	1,344,769	1,353,913	10·8
Jodhpur .	1934-35 .	184,987	184,987	147,521	147,521	616,348	616,348	5·02
	1935-36 .	188,666	188,666	159,910	159,910	653,639	653,639	5·32
Madras and Southern Mahratta.	1934-35 .	211,451	211,569	204,811	204,925	975,637	976,176	9·37
	1935-36 .	241,585	241,718	188,688	188,792	952,893	953,420	9·24
Nizam's State	1934-35 .	240,924	247,431	133,270	136,870	653,984	671,648	6·13
	1935-36 .	246,067	252,713	125,007	128,383	630,394	647,420	5·85
Rohilkund and Kumaon.	1934-35 .	302,600	303,215	174,795	175,150	748,033	749,553	8·76
	1935-36 .	304,073	304,691	175,523	175,880	756,517	758,055	8·82
South Indian .	1934-35 .	543,182	551,015	166,311	169,420	1,196,498	1,220,361	14·5
	1935-36 .	511,391	521,769	165,724	169,091	1,183,571	1,207,578	14·7
Total 3' 3½" Gauge .	1934-35 .	334,755	341,126	238,617	243,158	1,057,945	1,078,079	9·50
	1935-36 .	344,344	350,863	230,710	235,077	1,054,309	1,074,266	9·68
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur .	1934-35 .	87,737	87,737	47,968	47,968	348,982	348,982	5·03
	1935-36 .	90,320	90,320	48,106	48,106	348,412	348,412	5·08
Bombay, Baroda and Central India.	1934-35 .	123,435	123,435	21,449	21,449	162,688	162,688	4·82
	1935-36 .	124,306	124,306	24,954	24,954	172,424	172,424	4·93
Eastern Bengal .	1934-35 .	164,755	164,755	3,406	3,406	174,842	174,842	8·71
	1935-36 .	156,076	156,076	1,743	1,743	163,294	163,294	8·17
Great Indian Peninsula	1934-35 .	50,644	50,644	26,584	26,584	230,167	230,167	5·39
	1935-36 .	49,868	49,868	25,223	25,223	245,807	245,807	5·81
North Western	1934-35 .	50,854	50,854	28,303	28,303	234,416	234,416	4·48
	1935-36 .	51,935	51,935	30,241	30,241	236,317	236,317	4·45
South Indian .	1934-35 .	48,915	48,915	16,932	16,932	173,938	173,938	4·29
	1935-36 .	74,965	74,965	14,342	14,342	172,165	172,165	4·59
Total 2' 6" and 2' 0" Gauges.	1934-35 .	75,261	75,261	34,389	34,389	270,402	270,402	4·68
	1935-36 .	77,817	77,817	35,197	35,197	273,596	273,596	4·93
Total Class I Railways	1934-35 .	402,053	443,593	475,506	524,635	1,950,309	2,151,815	10·7
	1935-36 .	409,935	452,294	479,440	528,981	1,982,831	2,187,718	10·9

26 (a).—Statement of Repairs of Rolling Stock of Class 1 Railways

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1934-35	45	6.40	142	20.0	84	32	10.4	10.3
	1935-36	41	6.13	94	14.0	89	36	11.1	12.4
Bombay, Baroda and Central India	1934-35	23	6.28	52	14.3	87	23	15.3	12.1
	1935-36	20	5.56	46	12.8	99	24	17.7	11.9
Eastern Bengal	1934-35	23	7.69	42	14.0	110	46	13.9	18.1
	1935-36	24	7.95	44	14.6	94	27	12.8	10.6
East Indian	1934-35	56	3.51	178	11.2	174	30	6.74	4.52
	1935-36	53	3.36	180	11.4	167	29	6.55	4.38
Great Indian Peninsula	1934-35	27	3.21	126	15.6	66	23	5.66	4.00
	1935-36	25	3.31	112	15.1	85	27	7.53	4.89
	1934-35	3	4.62	6	9.23				
	1935-36	4	6.15	6	9.23				
Madras and Southern Mahratta	1934-35	29	9.16	50	16.8	62	15	8.93	6.74
	1935-36	29	9.64	42	14.1	61	19	8.72	8.63
Nizam's State	1934-35	8	9.30	15	17.4	11	3	8.94	8.57
	1935-36	8	9.41	8	9.41	12	3	9.84	8.57
North Western	1934-35	49	3.91	126	9.98	272	99	11.2	10.6
	1935-36	60	4.84	139	11.3	217	72	9.03	7.68
South Indian	1934-35	9	6.18	22	14.6	28	8	8.97	7.62
	1935-36	10	6.49	24	15.3	28	7	8.89	6.86
Total 5' 6" gauge { Steam	1934-35	269	4.31	†753	†13.5	894	†279	9.44	†8.64
	1935-36	270	4.96	689	12.7	852	244	9.15	7.61
	1934-35	3	4.62	6	9.23				
	1935-36	4	6.15	6	9.23				
3' 3½" GAUGE.									
Assam-Bengal	1934-35	6	2.94	25	12.3	66	18	10.7	7.69
	1935-36	7	3.45	22	10.8	70	21	11.4	5.69
Bengal and North-Western	1934-35	10	2.64	12	3.17	99	1	7.55	1.85
	1935-36	6	1.58	13	3.42	72	1	5.50	1.85
Bombay, Baroda and Central India	1934-35	21	4.46	41	8.89	77	9	6.11	5.49
	1935-36	21	4.54	47	10.2	70	6	5.72	3.35
Burma	1934-35	19	4.79	27	6.98	32	2	4.13	0.98
	1935-36	12	3.04	27	7.01	26	2	3.59	1.05

* Excluding Electric multiple unit suburban trains.

† Revised figures.

for the years 1934-35 and 1935-36.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num- ber.	Per 10,000,000 Vehicle miles.	Num- ber.	Per 1,000,000 Wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percent- age of column 15 to average total No. on line daily.	Number.	Percent- age of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
5' 6" GAUGE.												
44	21	5.44	6.16	558	2.53	1,532	6.94	2	3.34	245	10.5	Bengal-Nagpur.
29	19	3.59	5.62	745	3.30	1,726	7.64	2	2.24	190	7.31	
2	1	0.32	0.52	234	2.52	177	2.55	1	2.11	62	6.52	Bombay, Baroda and Central India.
2	1	0.37	0.72	232	2.54	201	2.18	1	1.03	43	4.47	
3	1	0.42	0.56	62	0.87	194	2.71	3	4.76	61	7.70	Eastern Bengal.
4	2	0.53	0.69	65	0.91	872	12.3	1	1.85	31	4.67	
56	14	2.17	2.11	322	0.66	6,570	13.5	12	4.98	640	11.6	East Indian.
90	20	3.53	3.02	344	0.71	6,282	13.0	13	5.25	630	11.5	
46	19	3.98	3.33	174	0.98	686	3.88	7	4.57	160	6.27	Steam. } Great Indian Peninsula. *Electric.
45	21	4.02	3.82	191	1.01	544	2.87	6	4.06	131	5.16	
4	1	0.61	0.42	94	1.67	116	2.06	4	8.96	62	7.82	Madras and Southern Maharatta.
5	1	0.65	0.44	83	1.44	107	1.85	2	3.12	40	4.41	
2	..	1.63	†(a) 0.91	42	1.96	60	2.81	2	14.5	15	5.59	Nizam's State.
1	..	0.82	(a) 0.71	26	1.30	54	2.70	2	19.8	12	4.44	
71	21	2.93	2.24	412	1.48	1,922	6.88	6	2.99	216	7.44	North Western.
64	19	2.65	2.07	460	1.66	1,814	6.41	8	3.77	135	4.52	
11	1	3.40	0.86	77	3.95	35	1.80	1	1.28	7	3.08	South Indian.
10	2	3.11	2.05	28	1.30	22	1.02	1	1.16	3	1.22	
239	79	2.52	2.45	1,975	1.39	11,292	7.92	38		1,468		Steam. } Total 5' 6" Gauge. *Electric
250	85	2.68	2.65	2,183	1.51	11,622	8.05	36		1,215		
3' 3 1/2" GAUGE.												
2	..	0.25	(a) 0.15	84	1.58	†105	†1.98	5	14.0	35	7.00	Assam-Bengal.
2	..	0.29	(a) 0.24	64	1.18	71	1.31	23	63.0	59	13.0	
3	Nil	0.23	Nil	148	1.26	†142	†1.21	3	3.61	15	1.33	Bengal and North-Western.
2	Nil	0.15	Nil	88	0.74	119	1.00	2	2.18	22	1.75	
13	1	0.99	0.45	57	0.58	159	1.59	23	30.5	160	8.60	Bombay, Baroda and Central India.
16	1	1.27	0.57	45	0.46	190	1.92	43	56.1	315	26.2	
19	3	2.48	1.34	43	0.47	†224	†2.45	3	5.10	39	3.85	Burma.
18	2	2.47	1.37	42	0.45	205	2.21	1	2.10	20	2.00	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

†Revised figures.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3½" Gauge—concl'd.									
Eastern Bengal	1934-35	9	4.06	38	17.5	72	17	9.63	7.65
	1935-36	7	3.08	23	11.0	58	11	8.17	5.30
Jodhpur	1934-35	3	2.80	6	5.61	21	3	8.94	11.5
	1935-36	3	2.80	6	5.66	23	3	9.24	11.5
Madras and Southern Mahratta	1934-35	19	5.24	37	10.5	72	10	8.11	5.58
	1935-36	27	7.58	39	10.8	70	11	8.10	6.68
Nizam's State.	1934-35	5	6.02	18	21.7	14	1	9.03	6.25
	1935-36	7	8.05	7	8.05	15	1	10.1	6.25
Rohilkund and Kumaon	1934-35	3	3.53	2	2.92	14	3	6.07	8.46
	1935-36	3	3.93	2	2.10	13	5	5.78	11.1
South Indian	1934-35	21	5.16	59	14.9	89	7	7.32	5.19
	1935-36	23	5.94	56	14.4	95	13	7.80	9.42
	1934-35	Nil	Nil	Nil	Nil				
	1935-36	..	(a)8.25	Nil	Nil				
	1934-35	116	4.30	265	9.83	556	71	7.47	6.27
	1935-36	116	4.34	242	9.05	512	74	7.02	6.51
Total 3' 3½" Gauge	1934-35	Nil	Nil	Nil	Nil				
	1935-36	..	(a)8.25	Nil	Nil				
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1934-35	8	6.75	16	14.4	24	2	6.29	6.56
	1935-36	9	8.12	14	12.5	24	2	6.37	8.54
Bombay, Baroda and Central India	1934-35	2	6.41	4	15.1	1	1	1.08	8.33
	1935-36	2	6.41	3	13.1	1	1	1.61	8.33
Eastern Bengal	1934-35	1	7.31	2	21.7	4	Nil	8.00	Nil
	1935-36	..	(a)3.89	2	25.1	2	Nil	4.73	Nil
Great Indian Peninsula	1934-35	1	4.55	4	18.2	2	Nil	4.17	Nil
	1935-36	2	9.09	3	13.6	2	Nil	4.08	Nil
North Western	1934-35	4	4.22	10	9.84	22	7	7.41	10.6
	1935-36	3	2.57	13	13.4	38	8	12.9	13.1
South Indian	1934-35	..	(a)3.00	1	9.89	Nil	Nil	Nil	Nil
	1935-36	..	(a)4.00	1	12.1	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	1934-35	16	5.65	37	13.1	53	10	5.97	10.6
	1935-36	16	5.69	36	12.8	67	11	7.68	12.5
TOTAL CLASS I RAILWAYS.	1934-35	401	4.68	†1,055	†12.3	1,503	†360	8.44	†8.08
	1935-36	402	4.79	967	11.5	1,431	329	8.19	7.43
	1934-35	3	4.62	6	9.23				
	1935-36	4	6.15	6	9.23				

* Excluding electric multiple unit suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

† Revised figures.

for the years 1934-35 and 1935-36—concl'd.

COACHING STOCK.				GOODS STOCK.				HOT BOXES. AVERAGE NUMBER (MONTHLY).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num-ber.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percent- age of column 15 to average total No. on line daily.	Number.	Percent- age of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
10	2	1.30	0.99	71	1.11	181	2.85	4	9.39	6	1.08	3' 3½" GAUGE.—concl'd. Eastern Bengal.
9	3	1.24	1.25	67	1.04	243	3.78	2	3.59	4	0.76	
1	..	0.51	†(a) 0.26	53	1.90	9	0.32	2	10.7	7	2.21	Jodhpur.
1	..	0.44	(a) 0.19	44	1.64	7	0.26	1	7.18	14	3.78	
9	2	1.00	0.90	44	0.53	115	1.41	12	25.5	106	13.5	Madras and Southern Mahratta.
8	2	0.98	1.02	40	0.51	119	1.52	12	28.9	64	8.55	
2	..	1.29	†(a) 1.06	33	2.59	13	1.02	2	14.9	5	3.17	Nizam's State.
2	..	1.35	(a) 0.31	25	1.92	13	1.00	1	8.05	3	2.47	
Nil	Nil	Nil	Nil	37	1.53	22	0.92	3	22.8	8	5.46	Robilkund and Kumaon.
Nil	Nil	Nil	Nil	26	0.98	19	0.69	1	6.20	8	5.09	
19	3	1.55	2.01	109	1.47	183	2.46	1	0.90	14	2.09	Steam *Electric } South Indian.
16	3	1.31	2.06	189	2.64	237	3.31	1	0.20	13	1.96	
78	11	1.05	0.97	679	1.05	†1,153	†1.79	58		395		Steam *Electric } Total 3' 3½" Gauge.
74	11	1.02	0.97	630	0.98	1,223	1.90	87		522		
16	3	4.07	8.39	23	0.61	195	5.15	1	5.21	3	2.16	2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
15	4	3.93	11.3	20	0.53	184	4.92	..	(a)2.39	6	3.84	
3	1	3.46	41.7	1	0.22	9	1.88	Nil	Nil	Nil	Nil	Bombay, Baroda and Central India.
4	1	5.70	25.0	1	0.25	12	2.34	Nil	Nil	Nil	Nil	
..	Nil	(a) 0.04	Nil	..	(a) 1.65	..	(a)0.90	Nil	Nil	Nil	Nil	Eastern Bengal.
..	Nil	(a) 0.33	Nil	..	(a)1.60	..	(a)0.14	Nil	Nil	Nil	Nil	
2	Nil	3.92	Nil	Nil	Nil	10	2.52	Nil	Nil	Nil	Nil	Great Indian Peninsula.
2	Nil	5.00	Nil	Nil	Nil	2	0.50	Nil	Nil	Nil	Nil	
5	1	1.74	2.18	4	0.32	41	3.24	..	(a)1.07	4	4.63	North Western.
6	4	2.13	6.46	9	0.73	52	4.24	..	(a)5.54	3	3.61	
1	Nil	4.35	Nil	Nil	Nil	3	1.92	Nil	Nil	Nil	Nil	South Indian.
2	Nil	4.68	Nil	Nil	Nil	3	1.65	Nil	Nil	Nil	Nil	
27	5	3.04	5.32	28	0.46	258	4.22	1		7		Total 2' 6" and 2' 0" Gauges.
29	9	3.33	10.2	30	0.50	253	4.19	..		9		
344	95	1.93	2.13	2,652	1.26	†12,703	†5.96	97		1,870		Steam Electric* } TOTAL CLASS I RAILWAYS.
353	105	2.02	2.37	2,843	1.32	13,098	6.09	123		1,746		

†Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
5' 6" GAUGE.	As.	As.	As.
Bengal Nagpur	1·84	0·91	2·75
Bombay, Baroda & Central India	2·21	1·44	3·65
Eastern Bengal	1·96	0·89	2·85
East Indian	1·58	1·25	2·83
Great Indian Peninsula	1·68	1·22	2·90
Madras and Southern Mahratta	2·39	1·16	3·55
Nizam's State	2·08	1·03	3·11
North Western	1·54	1·41	2·95
South Indian	1·56	1·11	2·67
Averages			2·88
3' 3½" GAUGE.			
Assam Bengal	1·75	1·45	3·20
Bengal and North Western	1·11	1·53	2·64
Bombay, Baroda & Central India	3·30	1·85	5·15
Burma	1·37	1·23	2·60
Eastern Bengal	1·98	0·97	2·95
Jodhpur	1·67	1·86	3·53
Madras and Southern Mahratta	2·15	1·26	3·41
Nizam's State	3·21	1·61	4·82
Robilkund and Kumaon	1·25	1·33	2·58
South Indian	1·94	1·52	3·46
Averages			3·36

* Cost per equated engine mile = cost per engine mile $\times \frac{20,000}{\text{Average Tractive Effort per engine}}$

Class I Railways for the year 1935-36.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops	Transportation workshops.	Total.	
5	6	7	8	9	10	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" GAUGE
774·0	144·5	918·5	127·9	50·8	178·7	Bengal Nagpur.
819·4	146·1	965·5	96·0	38·8	134·8	Bombay, Baroda & Central India.
661·7	85·2	746·9	72·2	23·8	96·0	Eastern Bengal.
572·1	100·1	672·2	59·2	38·9	98·1	East Indian.
774·2	131·4	905·6	58·6	55·7	114·3	Great Indian Peninsula.
548·6	92·4	641·0	88·0	24·5	112·5	Madras and Southern Mahratta.
669·6	121·7	791·3	97·4	24·9	122·3	Nizam's State.
451·4	63·8	515·2	77·6	34·9	112·5	North-Western.
318·3	51·2	369·5	39·3	10·9	50·2	South Indian
		697·2			118·2	Averages.
						3' 3½" GAUGE.
300·6	26·4	327·0	50·7	10·6	61·3	Assam Bengal.
178·2	71·4	249·6	24·6	14·3	38·9	Bengal and North West- ern.
381·0	85·2	466·2	37·7	21·2	58·9	Bombay, Baroda & Central India.
163·5	30·1	193·6	62·2	15·3	77·5	Burma.
438·2	65·0	503·2	32·5	14·8	47·3	Eastern Bengal.
374·1	38·7	412·8	43·4	8·59	52·0	Jodhpur
304·7	37·5	342·2	32·6	9·04	41·6	Madras and Southern Mahratta.
504·8	55·3	560·1	65·6	18·2	83·8	Nizam's State.
212·7	46·6	259·3	19·6	5·17	24·8	Rohilkund and Kumaon.
209·7	27·4	237·1	32·4	3·83	36·3	South Indian.
		329·9			51·3	Averages.

27 (a).—Statement of coal consumed on Class I Railways

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (Tons).					FUEL CONSUMED FOR PUMPING ENGINES.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur	1934-35	Nil	711,312	Nil	Nil	711,312	Nil	112,399
	1935-36	Nil	778,531	Nil	Nil	778,531	Nil	109,502
Bombay, Baroda and Central India.	1934-35	Nil	273,972	3,148	Nil	275,231	Nil	20,176
	1935-36	Nil	278,486	3,250	Nil	279,786	Nil	19,708
Eastern Bengal	1934-35	Nil	293,534	Nil	Nil	293,534	Nil	59,518
	1935-36	Nil	285,843	Nil	Nil	285,843	Nil	58,252
East Indian	1934-35	Nil	1,323,705	345	Nil	1,323,843	Nil	168,648
	1935-36	Nil	1,352,853	335	Nil	1,352,987	Nil	167,822
Great Indian Peninsula	1934-35	Nil	800,058	98	6,580	812,061	Nil	100,769
	1935-36	Nil	818,568	156	20	818,666	Nil	100,822
Madras and Southern Mahratta	1934-35	Nil	265,049	10	18	265,086	Nil	14,539
	1935-36	Nil	276,611	7	151	276,889	Nil	14,451
Nizam's State	1934-35	Nil	90,991	241	Nil	91,087	Nil	3,514
	1935-36	Nil	86,322	195	Nil	86,400	Nil	3,362
North Western	1934-35	Nil	859,134	Nil	34,201	921,319	54	102,528
	1935-36	Nil	913,881	Nil	39,687	986,039	Nil	95,887
South Indian	1934-35	Nil	93,834	180	..	93,906	Nil	1,446
	1935-36	Nil	100,414	181	..	100,487	Nil	1,512
Total 5' 6" Gauge	1934-35	Nil	4,711,589	4,022	40,799	4,787,379	54	583,537
	1935-36	Nil	4,891,509	4,124	39,858	4,965,628	Nil	571,318
3' 3½" GAUGE.								
Assam Bengal	1934-35	Nil	100,325	Nil	Nil	100,325	Nil	15,800
	1935-36	Nil	93,758	Nil	Nil	93,758	Nil	13,120
Bengal and North Western	1934-35	Nil	194,680	Nil	Nil	194,680	Nil	54,923
	1935-36	Nil	189,388	Nil	Nil	189,388	Nil	52,576
Bombay, Baroda and Central India.	1934-35	Nil	222,197	3,091	Nil	223,433	Nil	16,546
	1935-36	Nil	230,731	3,058	Nil	231,954	Nil	17,968
Burma	1934-35	Nil	186,588	10,012	Nil	190,593	Nil	9,223
	1935-36	Nil	186,305	10,808	Nil	190,629	Nil	9,512

* 2½ tons of wood =
0.55 ton of oil fuel =

during the years 1934-35 and 1935-36.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS.)					Railway.
Wood.	Oil fuel.	* Total (in terms of coal)	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	Nil	112,399	Nil	823,711	Nil	Nil	823,711	Bengal Nagpur.
Nil	Nil	109,502	Nil	888,033	Nil	Nil	888,033	
1,342	Nil	20,713	Nil	294,148	4,490	Nil	296,944	Bombay, Baroda and Central India.
1,013	Nil	20,113	Nil	298,194	4,263	Nil	299,899	
Nil	Nil	59,518	Nil	353,052	Nil	Nil	353,052	Eastern Bengal.
Nil	Nil	58,252	Nil	344,095	Nil	Nil	344,095	
858	872	170,577	Nil	1,492,353	1,203	872	1,494,420	East Indian.
1,038	997	170,050	Nil	1,520,675	1,373	997	1,523,037	
Nil	1,690	103,842	Nil	900,827	98	8,270	915,903	Great Indian Peninsula.
Nil	1,742	103,989	Nil	919,390	156	1,762	922,655	
21	624	15,680	Nil	279,588	31	642	280,766	Madras and Southern Mahratta.
17	644	15,630	Nil	291,062	24	795	292,519	
19	Nil	3,522	Nil	94,505	260	Nil	94,609	Nizam's State.
21	Nil	3,370	Nil	89,684	216	Nil	89,770	
Nil	5,038	111,755	54	961,662	Nil	39,239	1,033,074	North Western
Nil	5,573	106,019	Nil	1,009,768	Nil	45,260	1,092,058	
Nil	Nil	1,446	Nil	95,280	180		95,352	South Indian.
Nil	Nil	1,512	Nil	101,926	181	..	101,999	
2,240	8,224	599,452	54	5,295,126	6,262	49,023	5,386,831	Total 5' 6" Gauge
2,089	8,956	588,437	Nil	5,462,827	6,213	48,814	5,554,065	
								3' 3½" GAUGE.
Nil	176	16,120	Nil	116,125	Nil	176	116,445	Assam Bengal.
Nil	79	14,228	Nil	107,478	Nil	279	107,996	
Nil	Nil	54,923	Nil	249,603	Nil	Nil	249,603	Bengal and North Western
Nil	Nil	52,576	Nil	241,964	Nil	Nil	241,964	
169	Nil	16,614	Nil	238,743	3,260	Nil	240,047	Bombay, Baroda and Central India.
212	Nil	18,053	Nil	248,699	3,270	Nil	250,007	
6,161	Nil	11,688	Nil	196,811	16,173	Nil	202,281	Burma.
5,717	Nil	11,799	Nil	195,817	16,525	Nil	202,428	

1 ton of coal.

1 ton of coal.

HICR Acct.

27 (a).—Statement of coal consumed on Class I Railways.

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal	1934-35	Nil	120,514	Nil	Nil	120,514	Nil	27,108
	1935-36	Nil	124,572	Nil	Nil	124,572	Nil	28,103
Jodhpur	1934-35	Nil	43,988	233	Nil	44,081	Nil	3,458
	1935-36	Nil	51,197	238	Nil	51,202	Nil	3,508
Madras and Southern Mahratta	1934-35	Nil	173,512	Nil	10	173,530	Nil	11,206
	1935-36	Nil	170,317	Nil	9	170,334	Nil	10,310
Nizam's State	1934-35	Nil	53,745	127	Nil	53,796	Nil	2,149
	1935-36	Nil	48,435	110	Nil	48,479	Nil	1,911
Rohilkund and Kumaon	1934-35	Nil	36,574	Nil	Nil	36,574	Nil	7,120
	1935-36	Nil	37,344	Nil	Nil	37,344	Nil	7,184
South Indian	1934-35	Nil	160,460	366	..	160,607	Nil	22,450
	1935-36	Nil	158,283	338	..	158,418	Nil	18,203
Total 3' 3½" Gauge 2' 6" AND 2' 0" GAUGES.	1934-35	Nil	1,292,583	13,829	10	1,298,133	Nil	170,043
	1935-36	Nil	1,290,330	14,552	9	1,296,168	Nil	162,995
Bengal Nagpur	1934-35	Nil	58,054	Nil	Nil	58,054	Nil	8,913
	1935-36	Nil	59,381	Nil	Nil	59,381	Nil	9,457
Bombay, Baroda and Central India.	1934-35	Nil	7,364	130	Nil	7,416	Nil	183
	1935-36	Nil	8,429	143	Nil	8,486	Nil	Nil
Eastern Bengal	1934-35	Nil	1,576	Nil	Nil	1,576	Nil	158
	1935-36	Nil	1,521	Nil	Nil	1,521	Nil	159
Great Indian Peninsula	1934-35	Nil	12,642	Nil	Nil	12,642	Nil	777
	1935-36	Nil	12,477	Nil	33	12,537	Nil	657
North-Western	1934-35	Nil	36,066	Nil	Nil	36,066	Nil	3,976
	1935-36	Nil	37,559	Nil	Nil	37,559	Nil	3,724
South Indian	1934-35	Nil	2,117	5	..	2,119	Nil	14
	1935-36	Nil	2,125	6	Nil	2,127	Nil	23
Total 2' 6" & 2' 0" Gauges	1934-35	Nil	117,819	135	Nil	117,873	Nil	14,021
	1935-36	Nil	121,452	149	33	121,611	Nil	14,020
TOTAL CLASS I RAILWAYS	1934-35	Nil	6,121,991	17,986	40,809	6,203,385	54	767,601
	1935-36	Nil	6,303,331	18,825	39,900	6,383,407		748,333

* 2½ tons of wood =
0.55 ton of oil fuel =

during the years 1934-35 and 1935-36—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
<i>Nil</i>	<i>Nil</i>	27,108	<i>Nil</i>	147,622	<i>Nil</i>	<i>Nil</i>	147,622	3' 3½" GAUGE—concl'd. Eastern Bengal.
<i>Nil</i>	<i>Nil</i>	28,103	<i>Nil</i>	152,675	<i>Nil</i>	<i>Nil</i>	152,675	
<i>Nil</i>	<i>Nil</i>	3,458	<i>Nil</i>	47,446	233	<i>Nil</i>	47,539	Jodhpur.
<i>Nil</i>	<i>Nil</i>	3,508	<i>Nil</i>	54,705	238	<i>Nil</i>	54,800	
<i>Nil</i>	707	12,551	<i>Nil</i>	184,778	<i>Nil</i>	717	186,081	Madras and Southern Mahratta.
<i>Nil</i>	788	11,742	<i>Nil</i>	180,627	<i>Nil</i>	797	182,076	
15	<i>Nil</i>	2,155	<i>Nil</i>	55,894	142	<i>Nil</i>	55,951	Nizam's State.
14	<i>Nil</i>	1,917	<i>Nil</i>	50,316	124	<i>Nil</i>	50,396	
<i>Nil</i>	<i>Nil</i>	7,120	<i>Nil</i>	43,694	<i>Nil</i>	<i>Nil</i>	43,694	Rohilkund and Kumaon.
<i>Nil</i>	<i>Nil</i>	7,184	<i>Nil</i>	44,528	<i>Nil</i>	<i>Nil</i>	44,528	
<i>Nil</i>	**2,379	**26,775	<i>Nil</i>	182,910	366	**2,379	**187,382	South Indian.
<i>Nil</i>	2,401	22,570	<i>Nil</i>	176,486	338	2,401	180,988	
6,345	**3,262	**178,512	<i>Nil</i>	1,462,626	20,174	**3,272	**1,476,645	Total 3' 3½" Gauge.
5,943	3,468	171,680	<i>Nil</i>	1,453,325	20,495	3,477	1,467,848	
<i>Nil</i>	<i>Nil</i>	8,913	<i>Nil</i>	66,967	<i>Nil</i>	<i>Nil</i>	66,967	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
<i>Nil</i>	<i>Nil</i>	9,457	<i>Nil</i>	68,838	<i>Nil</i>	<i>Nil</i>	68,838	
<i>Nil</i>	<i>Nil</i>	183	<i>Nil</i>	7,547	130	<i>Nil</i>	7,599	Bombay, Baroda and Central India.
<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	8,429	143	<i>Nil</i>	8,486	
<i>Nil</i>	<i>Nil</i>	158	<i>Nil</i>	1,734	<i>Nil</i>	<i>Nil</i>	1,734	Eastern Bengal.
<i>Nil</i>	<i>Nil</i>	159	<i>Nil</i>	1,680	<i>Nil</i>	<i>Nil</i>	1,680	
<i>Nil</i>	15	804	<i>Nil</i>	13,419	<i>Nil</i>	15	13,446	Great Indian Peninsula.
<i>Nil</i>	14	682	<i>Nil</i>	13,134	<i>Nil</i>	47	13,219	
<i>Nil</i>	<i>Nil</i>	3,976	<i>Nil</i>	40,042	<i>Nil</i>	<i>Nil</i>	40,042	North Western.
<i>Nil</i>	<i>Nil</i>	3,724	<i>Nil</i>	41,283	<i>Nil</i>	<i>Nil</i>	41,283	
<i>Nil</i>	<i>Nil</i>	14	<i>Nil</i>	2,131	5	..	2,133	South Indian.
<i>Nil</i>	<i>Nil</i>	23	<i>Nil</i>	2,148	6	<i>Nil</i>	2,150	
<i>Nil</i>	15	14,048	<i>Nil</i>	131,840	135	15	131,921	Total 2' 6" & 2' 0" Gauges.
<i>Nil</i>	14	14,045	<i>Nil</i>	135,512	149	47	135,656	
8,585	**11,501	**792,012	54	6,889,592	26,571	**52,310	**6,995,397	TOTAL CLASS I RAILWAYS.
8,032	12,438	774,162	<i>Nil</i>	7,051,664	26,857	52,338	7,157,569	

1 ton of coal.
1 ton of coal.

** Revised figures.

27 (a). Statement of Coal consumed on *Class I Railways* during the years 1934-35 and 1935-36
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
10	20	21	22	23	24	25	26	27	28
5' 6" GAUGE.									
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1934-35	Nil	2.89	Nil	Nil	Nil	5.41	Nil	Nil
	1935-36	Nil	2.73	Nil	Nil	Nil	5.14	Nil	Nil
Bombay, Baroda and Central India	1934-35	Nil	3.82	4.03	Nil	Nil	14.0	6.06	Nil
	1935-36	Nil	3.63	3.05	Nil	Nil	13.1	5.06	Nil
Eastern Bengal	1934-35	Nil	2.41	Nil	Nil	Nil	6.45	Nil	Nil
	1935-36	Nil	2.34	Nil	Nil	Nil	6.52	Nil	Nil
East Indian	1934-35	Nil	3.24	11.4	102.8	Nil	6.55	11.5	103.8
	1935-36	Nil	3.25	11.7	87.8	Nil	6.52	11.8	88.6
Great Indian Peninsula	1934-35	Nil	3.96	5.30	42.1	Nil	10.2	5.92	43.7
	1935-36	Nil	3.89	4.87	42.3	Nil	9.20	4.87	45.1
Madras and Southern Mahratta	1934-35	Nil	4.97	Nil	44.5	Nil	12.8	Nil	46.1
	1935-36	Nil	4.92	Nil	52.5	Nil	13.2	Nil	56.3
Nizam's State	1934-35	Nil	4.47	6.00	Nil	Nil	5.87	7.02	Nil
	1935-36	Nil	4.15	6.00	Nil	Nil	5.64	8.58	Nil
North Western	1934-35	20.0	3.37	Nil	34.0	20.0	17.2	Nil	39.6
	1935-36	Nil	3.00	Nil	17.3	Nil	15.6	Nil	24.2
South Indian	1934-35	Nil	3.68	4.01	212.7(b)	Nil	17.4	4.01	(b) 212.7
	1935-36	Nil	2.83	2.94	194.0(b)	Nil	16.8	2.94	(b) 194.0
3' 3½" GAUGE.									
Assam Bengal	1934-35	Nil	3.79	Nil	38.5	Nil	11.6	Nil	41.6
	1935-36	Nil	4.67	Nil	38.5	Nil	10.6	Nil	41.9
Bengal and North Western	1934-35	Nil	3.36	Nil	Nil	Nil	9.94	Nil	Nil
	1935-36	Nil	3.01	Nil	Nil	Nil	9.66	Nil	Nil
Bombay, Baroda and Central India	1934-35	Nil	4.34	4.40	Nil	Nil	14.9	4.94	Nil
	1935-36	Nil	3.44	4.40	Nil	Nil	14.2	4.94	Nil
Burma	1934-35	Nil	3.42	3.25	Nil	Nil	16.3	4.81	Nil
	1935-36	Nil	3.40	3.25	Nil	Nil	16.2	4.81	Nil

(b) This rate represents the rate of kerosene oil.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1934-35 and 1935-36
—concl'd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3½" GAUGE—concl'd.									
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1934-35	Nil	2.41	Nil	Nil	Nil	8.72	Nil	Nil
	1935-36	Nil	2.34	Nil	Nil	Nil	8.13	Nil	Nil
Jodhpur	1934-35	Nil	3.10	5.00	Nil	Nil	15.8	5.00	Nil
	1935-36	Nil	2.94	5.00	Nil	Nil	15.2	5.00	Nil
Madras and Southern Mahratta	1934-35	Nil	7.85	Nil	44.7	Nil	14.5	Nil	46.6
	1935-36	Nil	8.24	Nil	44.4	Nil	14.9	Nil	46.5
Nizam's State	1934-35	Nil	4.47	6.00	Nil	Nil	8.23	7.02	Nil
	1935-36	Nil	4.15	6.00	Nil	Nil	8.59	8.58	Nil
Rohilkund and Kumaon	1934-35	Nil	3.50	Nil	Nil	Nil	12.3	Nil	Nil
	1935-36	Nil	3.00	Nil	Nil	Nil	11.5	Nil	Nil
South Indian	1934-35	Nil	3.68	4.01	47.2	Nil	17.0	4.01	*47.2
	1935-36	Nil	2.83	2.94	46.9	Nil	17.2	2.94	47.9
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1934-35	Nil	4.03	Nil	Nil	Nil	5.78	Nil	Nil
	1935-36	Nil	3.70	Nil	Nil	Nil	5.33	Nil	Nil
Bombay, Baroda and Central India	1934-35	Nil	3.76	3.61	Nil	Nil	16.0	3.61	Nil
	1935-36	Nil	3.89	3.20	Nil	Nil	13.1	3.20	Nil
Eastern Bengal	1934-35	Nil	2.41	Nil	Nil	Nil	7.20	Nil	Nil
	1935-36	Nil	2.34	Nil	Nil	Nil	8.01	Nil	Nil
Great Indian Peninsula	1934-35	Nil	4.15	Nil	42.3	Nil	9.32	Nil	46.4
	1935-36	Nil	4.11	Nil	47.5	Nil	8.64	Nil	52.1
North Western	1934-35	Nil	3.37	Nil	Nil	Nil	13.8	Nil	Nil
	1935-36	Nil	3.00	Nil	Nil	Nil	12.7	Nil	Nil
South Indian	1934-35	Nil	3.68	4.01	(b)212.7	Nil	15.6	4.01	(b)212.7
	1935-36	Nil	2.83	2.94	Nil	Nil	15.0	2.94	Nil

(b) This rate represents the rate of Kerosene oil.

*Revised figure.

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1934-35 and 1935-36.

Railway	Year	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaching.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16+17.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge																
Bengal-Nagpur	1934-35	212,087	191·0	397,624	151·7	76,883	60·2	20,269	172	Nil	4,277	711,312	34,112	32,904	45,383	112,399
	1935-36	210,219	184·9	457,733	155·4	82,648	61·4	23,347	144	Nil	4,440	778,531	36,267	32,793	40,452	109,502
Bombay, Baroda, and Central India	1934-35	136,461	179·1	100,935	112·0	30,588	71·3	7,247	Nil	Nil	Nil	275,231	9,731	4,207	6,775	20,713
	1935-36	137,551	174·6	101,765	111·4	31,711	75·1	8,759	Nil	Nil	Nil	279,786	9,537	3,253	7,323	20,113
Eastern Bengal	1934-35	168,267	193·4	64,767	122·8	27,822	50·2	22,595	Nil	Nil	10,083	293,534	4,911	14,122	40,485	69,518
	1935-36	169,878	188·0	61,679	120·9	27,724	50·9	14,738	Nil	Nil	11,824	285,843	5,696	13,960	38,596	58,252
East Indian	1934-35	494,766	158·5	633,057	106·3	144,975	56·8	49,013	201	Nil	1,831	1,323,843	46,753	59,010	64,814	170,577
	1935-36	507,517	159·0	638,842	108·0	151,160	58·1	52,419	147	Nil	2,902	1,352,987	40,487	62,452	67,111	170,050
Great Indian Peninsula	1934-35	318,389	170·1	390,085	166·5	77,662	81·9	22,567	Nil	Nil	3,358	812,061	29,806	56,238	17,798	103,842
	1935-36	321,477	169·1	391,584	166·6	80,440	84·1	19,420	Nil	Nil	5,745	818,666	28,550	57,899	17,540	103,989
Madras and Southern Mahratta	1934-35	135,907	179·6	93,030	125·3	22,228	73·5	9,354	Nil	Nil	4,567	265,086	4,953	1,135	9,592	15,680
	1935-36	134,072	176·4	106,746	125·2	22,988	72·9	8,186	Nil	242	4,055	276,889	4,817	1,172	9,641	15,630
Nizam's State	1934-35	43,507	190·5	37,204	156·4	5,968	72·4	4,408	Nil	Nil	Nil	91,037	2,740	Nil	782	3,522
	1935-36	40,706	186·0	34,527	147·2	6,564	80·2	4,603	Nil	Nil	Nil	86,400	2,441	Nil	929	3,370
North Western	1934-35	453,996	156·8	312,938	129·9	116,250	84·4	32,013	1,180	Nil	4,942	921,319	20,276	15,033	76,446	111,755
	1935-36	492,181	163·5	328,243	134·7	123,957	87·3	35,573	1,167	Nil	4,918	986,030	17,856	4,262	83,901	106,019
South Indian	1934-35	60,460	153·5	25,074	120·1	5,049	45·5	3,323	Nil	Nil	Nil	93,906	600	Nil	846	1,446
	1935-36	64,055	153·8	28,338	113·7	4,030	44·7	4,064	Nil	Nil	Nil	100,487	603	Nil	909	1,512
Total 5' 6" Gauge	1934-35	2,023,840	168·5	2,054,714	129·0	507,425	66·3	170,789	1,553	Nil	29,058	4,787,379	153,882	182,649	262,921	599,452
	1935-36	2,077,656	168·5	2,149,457	131·4	531,222	68·1	171,109	1,458	242	34,484	4,965,628	146,244	175,791	266,402	688,437
3' 3½" Gauge																
Assam Bengal	1934-35	69,716	161·2	11,038	151·2	13,143	43·6	5,084	Nil	Nil	1,344	100,325	3,046	5,709	7,365	16,120
	1935-36	68,356	157·3	8,883	150·4	10,963	39·9	4,321	Nil	Nil	1,245	93,758	2,532	5,052	6,644	14,228
Bengal and North Western	1934-35	102,235	167·2	62,324	133·8	13,810	22·2	13,366	Nil	Nil	2,955	194,680	9,035	5,362	40,526	64,923
	1935-36	104,651	176·9	55,792	124·4	13,375	21·7	12,671	Nil	Nil	2,899	189,388	8,913	5,389	38,274	62,576
Bombay, Baroda and Central India	1934-35	123,116	189·1	74,477	139·4	19,377	39·1	5,945	518	Nil	Nil	223,433	6,035	6,351	4,228	16,614
	1935-36	127,109	196·5	78,501	140·0	21,415	43·8	6,479	450	Nil	Nil	231,954	6,014	3,999	8,040	18,053
Burma	1934-35	97,729	183·4	65,472	134·3	19,468	33·3	7,924	Nil	Nil	Nil	190,593	6,255	Nil	5,433	11,688
	1935-36	99,297	180·3	61,778	136·3	20,884	35·2	8,670	Nil	Nil	Nil	190,629	6,634	Nil	5,165	11,799

† Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1934-35 and 1935-36—
concl'd.

Railway.	Year.	Passen- ger and Total Mixed.	Passen- ger and proportion of Mixed.	Goods.	Goods and pro- portion of Mixed.	Shunting in- cluding siding all services.		Depart- mental.	Steam Coach- es.	Inter- nal com- bus- tion coach- es.	Locos. on Misc. servic- es.	Total tons used on all Locomotive services Cols. 3+5 + 7+9+10 + 11+12	Fuel consumed for other than Loco- motive purposes.			
		Total tons consum- ed.	Lbs. con- sumed per 1,000 gross ton miles.		Lbs. con- sumed per 1,000 gross ton miles.	Total tons consum- ed.	Lbs. per en- gine mile.						Water pump- ing Stations.	Electric generat- ing Stations	Miscel- laneous purpos- es.	Total, columns 14+15 + 16.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3 1/2" GAUGE—concl'd.																
Eastern Bengal.	1934-35	58,528	174.9	34,399	140.7	14,083	43.7	3,330	1	Nil	10,175	120,514	3,915	Nil	23,193	27,108
	1935-36	61,964	163.3	34,985	138.0	14,423	43.8	2,279	Nil	Nil	10,919	124,572	4,537	8	23,558	28,103
Jodhpur.	1934-35	26,060	143.7	12,597	139.1	2,456	24.4	1,669	Nil	Nil	1,299	44,081	1,458	Nil	2,000	3,458
	1935-36	28,258	147.8	14,230	137.5	2,803	25.5	4,234	Nil	Nil	1,767	51,292	1,343	Nil	2,165	3,508
Madras and Southern Mah- aratta.	1934-35	83,563	172.1	70,164	171.9	12,814	36.9	4,891	Nil	Nil	2,098	173,530	3,951	1,285	7,315	12,551
	1935-36	83,854	176.1	66,040	169.9	12,731	39.4	5,408	Nil	Nil	2,301	170,334	4,164	1,432	6,146	11,742
Nizam's State.	1934-35	30,796	305.4	16,496	187.4	3,775	86.6	2,716	13	Nil	Nil	53,796	1,352	Nil	803	2,155
	1935-36	27,451	274.5	15,093	185.7	3,465	76.8	2,364	16.6	Nil	Nil	48,479	1,153	Nil	764	1,917
Rohilkund and Kumaon.	1934-35	25,214	189.6	5,176	152.9	2,915	22.1	3,269	Nil	Nil	Nil	36,574	2,457	1,892	2,741	7,120
	1935-36	26,023	192.9	5,379	155.4	2,736	21.6	3,206	Nil	Nil	Nil	37,344	2,300	1,773	3,111	7,184
South Indian.	1934-35	113,377	174.0	33,012	112.5	6,976	34.2	7,242	Nil	Nil	Nil	160,007	3,100	15,517	8,158	26,775
	1935-36	113,213	180.4	31,476	109.8	6,229	34.4	7,500	Nil	Nil	Nil	158,418	2,545	11,867	8,158	22,570
Total 3' 3 1/2" Gauge.	1934-35	730,332	179.1	385,155	142.4	108,817	34.7	55	532	Nil	17,871	1,298,133	40,634	36,116	101,762	178,512
	1935-36	740,178	180.4	370,157	140.3	100,014	35.4	57,132	556	Nil	19,131	1,296,168	40,135	29,520	102,025	171,680
2' 6" AND 2' 0" GAUGES.																
Bengal-Nagpur.	1934-35	36,893	362.4	13,295	330.3	5,854		1,564	202	Nil	246	58,054	5,958	200	2,755	8,913
	1935-36	37,536	370.0	14,335	342.2	5,645		1,475	176	Nil	214	59,381	6,344	243	2,870	9,457
Bombay, Baroda and Central India.	1934-35	7,208	490.0	96	401.6	Nil		112	Nil	Nil	Nil	7,416	93	Nil	90	183
	1935-36	8,277	525.5	77	437.2	Nil		132	Nil	Nil	Nil	8,486	Nil	Nil	Nil	Nil
Eastern Bengal.	1934-35	1,514	528.0	Nil	619.8	Nil		9	Nil	Nil	53	1,576	Nil	Nil	158	158
	1935-36	1,454	535.6	Nil	633.1	Nil		1	Nil	Nil	66	1,521	Nil	Nil	159	159
Great Indian Peninsula.	1934-35	11,564	478.5	Nil	498.5	578		476	Nil	24	Nil	12,642	798	Nil	6	804
	1935-36	11,588	423.8	Nil	488.6	513		376	Nil	60	Nil	12,537	680	Nil	2	682
North-Western.	1934-35	20,264	453.4	11,658	469.7	2,739		1,095	214	Nil	96	36,066	1,169	Nil	2,807	3,976
	1935-36	19,429	441.4	13,717	505.2	2,649		1,163	369	Nil	232	37,559	1,138	Nil	2,556	3,724
South Indian.	1934-35	2,099	273.9	Nil	214.1	Nil		20	Nil	Nil	Nil	2,119	9	Nil	5	14
	1935-36	2,114	279.6	Nil	223.9	Nil		13	Nil	Nil	Nil	2,127	16	Nil	7	23
Total 2' 6" & 2' 0" Gauges.	1934-35	79,542	403.2	25,049	350.6	9,171		3,276	415	24	395	117,573	8,027	200	5,821	14,048
	1935-36	80,398	402.7	28,129	410.6	8,607		3,160	545	60	512	121,611	8,178	243	5,624	14,045
TOTAL CLASS I RAILWAYS.	1934-35	2,833,714	173.1	2,464,918	132.9	625,413		229,491	2,501	24	47,324	6,203,385	202,543	218,965	370,504	792,012
	1935-36	2,898,232	173.4	2,547,743	134.6	649,043		231,401	2,559	302	54,127	6,383,407	194,557	205,654	374,051	774,163

* Coal includes oil fuel @ 0.55 ton of oil fuel = 1 ton of coal and firewood, @ 2 1/2 tons of wood = 1 ton of coal

** Revised figures.

28.—Statement of Efficiency of Class 1 Railways for the years 1934-35 and 1935-36.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1934-35	466	189	1,830	4,314	9,912
	1935-36	496	190	1,873	4,405	9,894
Bombay, Baroda and Central India	1934-35	654	247	2,191	5,359	10,965
	1935-36	663	254	2,260	5,475	11,538
Eastern Bengal	1934-35	389	145	1,024	3,798	8,212
	1935-36	367	144	1,005	3,492	7,799
East Indian	1934-35	756	240	2,292	5,347	10,960
	1935-36	740	232	2,184	5,143	10,446
Great Indian Peninsula	1934-35	705	249	2,113	5,239	10,899
	1935-36	683	250	2,153	5,322	11,102
Madras and Southern Mahratta	1934-35	702	222	1,722	4,686	9,289
	1935-36	742	238	1,864	4,976	9,552
Nizam's State	1934-35	709	199	1,798	4,613	8,697
	1935-36	695	209	1,835	4,775	9,080
North Western	1934-35	698	230	1,708	4,586	8,236
	1935-36	689	228	1,655	4,554	8,070
South Indian	1934-35	358	127	961	2,855	6,758
	1935-36	447	146	1,086	3,233	7,328
Average for 5' 6" gauge	1934-35	641	222	1,946	4,840	9,949
	1935-36	641	221	1,931	4,810	9,808
3' 3½" GAUGE.						
Assam Bengal	1934-35	425	150	732	1,967	3,612
	1935-36	433	149	683	1,929	3,387
Bengal and North Western	1934-35	341	141	754	1,852	3,882
	1935-36	350	149	811	1,920	4,156
Bombay, Baroda and Central India	1934-35	703	238	1,193	2,724	5,143
	1935-36	730	242	1,186	2,754	5,076
Burma	1934-35	730	208	1,223	3,018	4,636
	1935-36	640	195	1,143	2,878	4,880
Eastern Bengal	1934-35	487	201	831	2,399	4,482
	1935-36	499	210	866	2,420	4,638
Jodhpur	1934-35	672	187	729	1,896	3,935
	1935-36	654	193	692	1,928	3,963
Madras and Southern Mahratta	1934-35	630	168	804	2,303	3,367
	1935-36	621	166	777	2,281	3,354
Nizam's State	1934-35	810	186	1,064	2,771	4,368
	1935-36	762	165	969	2,546	4,392
Rohilkund and Kumaon	1934-35	291	102	651	1,612	2,907
	1935-36	310	107	655	1,629	2,939
South Indian	1934-35	588	166	720	2,104	4,196
	1935-36	579	166	733	2,143	4,340
Average for 3' 3½" gauge	1934-35	533	177	891	2,290	4,181
	1935-36	533	178	887	2,296	4,217
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1934-35	329	124	320	1,137	1,708
	1935-36	316	121	306	1,098	1,637
Bombay, Baroda and Central India	1934-35	243	95	247	635	929
	1935-36	250	96	251	644	928
Eastern Bengal	1934-35	902	32	29	186	390
	1935-36	17,420	38	35	170	400
Great Indian Peninsula	1934-35	456	101	218	1,062	994
	1935-36	453	106	210	1,075	975
North Western	1934-35	456	84	188	870	814
	1935-36	466	88	167	882	828
South Indian	1934-35	647	108	248	868	1,204
	1935-36	700	98	209	798	1,038

**29.—STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1935-36 (IN
HUNDREDS).**

29.—Statement of Principal Commodities carried by Class I

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.
	1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur . . .	5,046,4	5,561,3	1,25,47,0	1,211,0	1,352,2	47,48,1	6,257,4	6,914,2	1,72,95,1	1,2	1,5	16,5
Bombay, Baroda and Central India.	6	771,9	35,71,5	..	18,9	2,53,8	6	790,8	38,25,3	24,6	24,6	4,81,3
Eastern Bengal . . .	8,7	1,163,6	25,78,6	7	111,9	4,57,2	9,4	1,275,5	30,35,8	11,8	11,8	19,1
East Indian . . .	8,035,3	8,939,0	3,69,35,5	2,064,9	2,407,0	1,48,83,2	10,100,2	11,346,0	5,18,18,7	9	12,1	3,21,4
Great Indian Peninsula	777,8	1,562,3	58,63,8	68,6	325,4	14,63,8	846,4	1,887,7	73,27,6	31,5	31,8	5,31,5
Madras and Southern Maharatta.	61,4	190,0	7,60,1	1	339,4	20,48,6	61,5	529,4	28,08,7	13,0	13,0	2,35,0
Nizam's State . . .	318,9	350,4	16,09,5	247,0	247,0	5,68,8	565,9	597,4	21,78,3	2	1,5	27,4
North Western . . .	64,2	1,104,9	32,03,4	7	7	2	64,9	1,105,6	32,03,6	40,3	40,4	8,97,9
South Indian . . .	18,7	23,3	2,04,4	Nil	Nil	2	18,7	23,3	2,04,6	1,4	1,4	7,0
Total . . .	14,332,0	19,666,7		3,593,0	4,803,2		17,925,0	24,469,9		124,9	138,1	
3' 3½" GAUGE.												
Assam Bengal . . .	28,2	102,9	3,10,7	2,5	11,4	28,3	30,7	114,3	3,39,0	1,3	9,0	76,0
Bengal and North West- ern.	6,7	341,6	10,62,5	..	..	..	6,7	341,6	10,62,5	2	2	1,7
Bombay, Baroda and Central India.	1,1	282,1	*	..	83,1	*	1,1	365,2	*	1,0	8,6	*
Burma . . .	49,8	49,8	5,61,5	Nil	Nil	Nil	49,8	49,8	5,61,5	14,1	14,1	2,38,4
Eastern Bengal . . .	4	264,2	*	1	90,3	*	5	354,5	*	1	3	*
Jodhpur . . .	5	22,5	60,5	Nil	5,1	7,5	5	27,6	68,0	Nil	4,4	73,0
Madras and Southern Maharatta.	7,1	35,3	*	12,4	25,2	*	19,5	60,5	*	5,1	9,8	*
Nizam's State . . .	Nil	28,9	*	Nil	1,4	*	Nil	30,3	*	1	1,2	*
Rohilkund and Kumaon	4	25,6	22,5	..	..	..	4	25,6	22,5	1	1	2
South Indian . . .	78,7	78,9	*	2	2	*	78,9	79,1	*	3	3	*
Total . . .	172,9	1,231,8		15,2	216,7		188,1	1,448,5		22,3	48,0	
2' 6" AND 2' 0" GAUGES												
Bengal Nagpur . . .	32,6	59,4	*	1,2	1,6	*	33,8	61,0	*	..	..	*
Bombay, Baroda and Central India.	2	5,8	*	..	..	*	2	5,8	*	..	4	*
Eastern Bengal . . .	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	12,6	*	..	..	*	..	12,6	*	7	7	*
North Western . . .	69,7	84,6	*	Nil	Nil	Nil	69,7	84,6	*	5	9	*
South Indian . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total . . .	102,5	162,4		1,2	1,6		103,7	164,0		1,2	2,0	
Total, 1935-36 . . .	14,607,4	21,060,9	6,92,91,5	3,609,4	5,021,5	2,44,59,7	18,216,8	26,082,4	9,37,51,2	148,4	188,1	29,20,4
Total 1934-35 . . .	14,505,4	20,783,1	7,09,41,7	3,727,8	5,085,3	2,49,16,3	18,233,2	25,868,4	9,58,58,0	146,3	185,0	27,52,5
Increase . . .	102,0	277,8	..	..	..	..	..	214,0	..	2,1	3,1	1,73,9
Decrease . . .	..	..	16,50,2	118,4	63,8	4,56,6	16,4	..	21,06,8	..	..	..

*Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36 (In hundreds).

(5) Firewood and other fuel.			II.—Heavy Merchandise.						Railway.
			(1) Rice in the husk.			(2) Rice not in the husk.			
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
183,8	191,1	5,71,9	62,1	165,3	10,53,3	467,1	485,8	51,33,9	Bengal Nagpur.
94,0	138,0	5,32,5	8,1	9,0	52,3	58,3	70,4	12,48,1	Bombay, Baroda and Central India.
11,4	41,2	46,3	65,8	118,6	10,46,5	83,3	97,8	10,45,4	Eastern Bengal.
119,9	154,1	3,35,8	71,8	81,7	2,54,7	222,0	329,1	23,08,6	East Indian.
151,2	160,3	3,24,0	4,4	6,3	58,9	104,1	254,5	21,86,9	Great Indian Peninsula.
73,3	85,5	4,46,3	35,0	39,8	2,41,3	242,2	302,3	47,69,2	Madras and Southern Mahratta.
61,0	61,0	2,13,3	1,2	1,2	5,1	57,7	72,4	8,31,2	Nizam's State.
386,0	390,4	10,60,5	25,3	26,1	1,18,8	251,2	290,5	33,67,8	North Western.
34,1	39,9	3,33,0	78,9	146,4	19,02,2	89,5	130,8	23,13,4	South Indian.
1,114,7	1,261,5		452,9	594,4		1,575,4	2,033,6		Total.
									3' 3½" GAUGE.
9	9	2,3	29,2	30,9	1,36,3	57,5	65,1	4,67,1	Assam Bengal.
100,9	101,9	1,62,7	30,7	51,7	2,43,1	150,4	297,4	15,36,5	Bengal and North Western.
68,8	83,2	*	1	1,0	*	1,1	62,3	*	Bombay, Baroda and Central India.
63,8	63,8	2,27,2	268,1	268,1	10,50,6	823,1	823,1	61,22,7	Burma
4,8	5,0	*	83,7	93,6	*	112,4	144,9	*	Eastern Bengal.
14,6	15,4	25,3	1,7	1,8	9,2	15,9	25,1	1,82,9	Jodhpur.
71,2	71,3	*	23,0	30,5	*	126,6	209,3	*	Madras and Southern Mahratta.
12,4	12,5	*	1	1	*	14,1	28,4	*	Nizam's State.
205,2	205,2	3,88,2	10,9	10,9	63,8	7,7	9,0	38,5	Rohilkund and Kumaon.
43,1	46,1	*	189,4	202,2	*	235,7	269,7	*	South Indian.
585,7	605,3		636,9	690,8		1,544,5	1,934,3		Total.
									2' 6" AND 2' 0" GAUGES.
28,1	29,2	*	5,9	8,2	*	33,0	45,4	*	Bengal-Nagpur.
28,0	29,0	*	7	7	*	6	5,4	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	1	*	Eastern Bengal.
..	..	*	..	..	*	1	12,6	*	Great Indian Peninsula.
1,5	9,3	*	6	6	*	33,3	38,2	*	North Western.
5,5	5,5	*	5	5	*	1	4,5	*	South Indian.
63,1	73,0		7,7	10,0		67,1	106,2		Total.
1,763,5	1,939,8	46,69,3	1,097,5	1,295,2	62,36,1	3,187,0	4,074,1	3,15,52,2	Total, 1935-36
1,767,3	1,919,9	48,36,2	1,050,5	1,217,7	56,32,0	3,745,6	4,860,9	3,62,30,8	Total, 1934-35.
..	19,9	..	47,0	77,5	6,04,1	..	..	..	Increase.
3,8	..	1,66,9	..	..	..	558,6	786,8	46,78,6	Decrease.

5' 6" gauge.

Gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class 1

II.—Heavy Mer									
Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jo war and Bajra.		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local o- Foreign.	† Total.	Earnings.
	24	25	26	27	28	29	30	31	32	33
5' 6" GAUGE.									
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	69,1	103,9	12,20,5	35,0	50,2	7,09,7	4	9	8,4
Bombay, Baroda and Central India	57,4	110,0	23,17,8	32,7	140,1	27,74,2	14,4	33,8	6,26,4
Eastern Bengal	39,5	47,8	5,44,2	..	..	..	..	..	..
East Indian	176,3	267,6	21,76,9	135,7	363,2	34,35,6	16,0	22,0	1,21,5
Great Indian Peninsula	251,5	390,3	47,75,1	273,9	306,4	32,47,8	118,1	143,7	14,75,1
Madras and Southern Mahratta .	51,1	175,7	19,91,8	6,5	20,8	5,33,9	13,1	30,9	5,58,4
Nizam's State	30,6	161,0	13,79,2	4,7	25, .	3,81,5	11,7	18,4	1,75,1
North Western	397,5	498,6	45,85,1	933,9	1,003,4	88,54,1	37,2	44,9	3,82,7
South Indian	36,4	55,3	12,69,3	6,3	7,6	1,26,8	12,0	27,2	2,31,5
Total	1,109,4	1,810,2		1,423,7	1,917,2		222,9	321,8	
3' 3½" GAUGE.									
Assam Bengal	5,2	19,6	1,36,3	1,4	6,0	34,0	..	..	1
Bengal and North Western . . .	102,8	115,1	6,51,0	57,6	67,0	4,29,0	†	†	†
Bombay, Baroda and Central India	99,7	148,5	*	72,3	162,2	*	22,4	42,0	*
Burma	78,3	78,3	9,38,1	13,8	13,8	1,57,6	1,5	1,5	23,1
Eastern Bengal	23,9	6,2	*	..	..	..	..	..	..
Jodhpur	4,0	60,8	4,67,3	63,9	80,2	3,05,4	6,3	8,0	51,0
Madras and Southern Mahratta .	17,4	105,4	*	15,7	36,1	*	32,1	52,6	*
Nizam's State	56,0	75,7	*	10,1	21,8	*	5,7	6,1	*
Rohilkund and Kumaon	11,8	16,7	77,4	16,4	22,1	91,5	7,9	8,3	25,4
South Indian	125,8	134,3	*	6,8	9,1	*	5,5	6,7	*
Total	504,9	817,6		258,0	418,3		81,4	125,2	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	18,9	24,7	*	15,8	18,6	*	1,1	1,1	*
Bombay, Baroda and Central India	2,6	4,2	*	6	2,7	*	5	2,1	*
Eastern Bengal . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2,1	3,7	*	2	3,4	*	4	3,9	*
North Western	19,0	25,0	*	12,3	24,4	*	3,9	4,2	*
South Indian	2,2	3,5	*	Nil	Nil	Nil	1,7	1,7	*
Total	44,8	61,1		28,9	49,1		7,0	13,9	
Total, 1935-36	1,659,1	2,688,9	2,25,30,0	1,715,6	2,384,6	2,11,71,1	311,9	460,0	36,81,7
Total, 1934-35	1,724,1	2,881,5	2,49,82,6	1,655,7	2,238,8	2,00,78,2	209,5	438,5	38,44,1
Increase		..	..	59,9	145,8	1,92,9	12,4	21,5	..
Decrease	65,0	192,6	24,52,6	..	..	..	..	..	1,62,4

* Shown under

† In these totals consignments passing over two or more

† Not recorded.

Railways and the earnings therefrom for the year 1935-36 (In hundreds)—contd.

commodities—contd.

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
2.9	5.1	58.1	82.4	86.7	2,50.2	92.7	129.3	14,92.2	Bengal Nagpur.
15.4	37.1	7,20.9	312.3	330.2	18,84.1	196.5	216.3	42,90.7	Bombay, Baroda and Central India.
20.2	26.9	2,79.2	2.1	47.9	96.8	71.8	76.5	8,03.3	Eastern Bengal.
112.7	136.6	9,41.8	586.1	688.0	15,57.8	169.5	259.7	19,91.3	East Indian.
11.6	21.5	2,01.8	226.4	345.3	13,72.5	105.2	230.4	27,45.5	Great Indian Peninsula.
22.2	27.5	3,77.0	34.8	42.1	4,43.8	48.8	57.1	9,57.5	Madras and Southern Mahratta.
2.9	4.9	63.1	91.7	92.1	3,50.9	2.4	40.9	5,08.9	Nizam's State.
79.0	92.6	5,99.2	646.2	669.6	15,27.7	165.4	190.8	17,57.5	North Western.
3.3	5.6	97.5	12.5	13.9	3,89.8	12.7	48.6	10,45.7	South Indian.
270.2	357.8		1,994.5	2,315.8		865.0	1,249.6		Total.
									3' 3½" GAUGE.
9	1.1	3.9	115.9	116.1	3,31.0	25.4	27.4	1,95.4	Assam Bengal.
151.7	173.9	10,44.2	12.9	21.7	80.7	5.7	145.8	9,78.3	Bengal and North Western.
32.6	49.9	*	141.6	238.8	*	221.6	299.8	*	Bombay, Baroda and Central India.
8.4	8.4	93.4	305.0	305.0	5,62.3	35.0	35.0	4,90.5	Burma.
19.6	35.6	*	5.1	9.5	*	2.4	59.0	*	Eastern Bengal.
3.2	15.4	89.2	126.2	130.0	3,83.5	47.0	47.7	2,11.0	Jodhpur.
14.8	23.6	*	42.3	49.8	*	11.9	68.8	*	Madras and Southern Mahratta.
1.3	2.9	*	2	10.1	*	1	21.0	*	Nizam's State.
16.2	16.5	66.5	22.6	24.1	37.8	3	26.3	1,61.2	Rohilkund and Kumaon.
7.1	8.1	*	152.4	154.5	*	115.4	118.4	*	South Indian.
255.8	335.4		924.2	1,059.6		464.8	849.2		Total.
									2' 6" AND 2' 0" GAUGES.
3.2	3.4	*	3.0	4.7	*	1.1	22.3	*	Bengal Nagpur.
8	1.9	*	6	5.3	*	..	2.8	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	2	*	3.6	4.4	*	1	3.5	*	Great Indian Peninsula.
2.3	4.7	*	2	2.8	*	9	3.0	*	North Western.
7	8	*	Nil	1	*	Nil	3.5	*	South Indian.
7.0	11.0		7.4	17.3		2.1	35.1		Total.
533.0	704.2	46,35.8	2,926.1	3,392.7	92,68.9	1,331.9	2,133.9	1,76,38.0	Total, 1935-36.
488.9	682.4	47,87.5	2,639.9	3,053.8	82,41.7	1,303.4	2,099.9	1,70,31.1	Total, 1934-35.
46.1	21.8	..	286.2	338.9	10,27.2	28.5	34.0	6.9	Increase.
..	..	1,51.7	..	..	..	..	..	..	Decrease.

5' 6" gauge.
gauge or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

11.—Heavy Mer										
Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.			
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
	44	45	46	47	48	49	50	51	52	53
5' 6" GAUGES.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
Bengal Nagpur	5,9	38,5	4,55,6	80,4	88,7	4,89,1	3,122,8	3,316,5	1,00,03,9	
Bombay, Baroda and Central India	12,0	38,3	18,01,6	79,3	185,4	12,44,4	..	29,7	1,79,9	
Eastern Bengal	12,7	18,9	2,87,3	27,5	42,7	2,99,0	..	..	..
East Indian	160,7	280,0	23,87,2	171,9	247,8	11,67,8	2	5,9	33,1	
Great Indian Peninsula	66,5	161,4	26,24,0	126,2	168,6	9,10,5	6,0	42,4	2,89,3	
Madras and Southern Mahratta . .	12,1	37,2	5,57,5	17,6	52,0	7,38,2	.	7,3	7,25,9	
Nizam's State	1,0	6,9	1,76,2	28,2	30,9	3,18,9	Nil	Nil	Nil	
North Western	100,6	229,6	33,45,9	201,6	264,5	11,01,9	Nil	18,6	2,69,0	
South Indian	7,3	14,4	3,28,5	68,3	69,6	7,34,1	7,1	7,1	21,2	
Total	378,8	825,2		801,0	1,150,2		3,136,1	3,427,5		
3' 3½" GAUGE.										
Assam Bengal	3,0	10,0	58,7	11,4	12,8	58,6	..	..	..
Bengal and North-Western . . .	324,9	326,2	28,48,4	71,7	78,0	4,25,8	†	†	†	
Bombay, Baroda and Central India	16,0	126,9	*	5,3	125,0	*	4	6	*	
Burma	16,6	16,6	2,53,8	189,6	189,6	8,83,4	124,6	124,6	14,67,7	
Eastern Bengal	4,7	28,4	*	24,7	33,3	'	..	..	..
Jodhpur	4	18,2	1,46,1	1,1	7,9	43,1	..	..	..
Madras and Southern Mahratta . .	10,2	28,0	*	36,1	58,4	*	166,0	166,2	*	
Nizam's State	5	9,2	*	2,6	8,9	*	Nil	Nil	Nil	
Rohilkund and Kumaon	91,3	92,3	5,59,3	97,7	97,9	3,73,7	..	..	..
South Indian	23,2	24,5	*	26,6	35,8	*	8	8	*	
Total	490,8	680,3		466,8	647,6		291,8	292,2		
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	4	5,7	*	29,6	30,4	*	186,6	186,7	*	
Bombay, Baroda and Central India	5	2,2	*	51,6	54,6	*	29,6	29,6	*	
Eastern Bengal . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2	3,2	*	1,6	3,3	*	..	..	..
North Western	9	7,9	*	1,7	3,5	*	18,3	18,3	*	
South Indian	Nil	1	*	3	5	*	Nil	Nil	Nil	
Total	2,0	19,1		84,8	92,3		234,5	234,6		
Total, 1935-36	871,6	1,524,6	1,58,30,1	1,352,6	1,890,1	87,88,5	3,662,4	3,954,3	1,29,90,0	
Total, 1934-35	796,0	1,414,3	1,56,82,1	1,345,8	1,874,8	87,92,9	2,986,6	3,135,8	95,13,6†	
Increase	75,6	110,3	1,48,0	6,8	15,3	..	675,8	818,5	34,76,4	
Decrease . . . . .	..	..	..	..	..	4,4	..	..	..

* Shown under
† In these totals consignments passing over two or more
† Not recorded

Railways and the earnings therefrom for the year 1935-36 (In hundreds) —contd.

commodity—contd.

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
54	55	56	57	58	59	60	61	62	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
87,0	86,0	9,70,6	1,4	8,0	2,16,1	4,0	5,5	1,61,3	5' 6" GAUGE.
73,8	151,4	25,87,2	116,9	251,2	79,24,0	11,5	11,5	4,43,8	Bengal Nagpur.
10,6	27,1	3,69,2	5	2,2	22,2	12,5	47,9	8,96,9	Bombay, Baroda and Central India.
203,6	397,8	40,78,1	17,8	49,7	12,61,5	1	14,9	6,22,3	Eastern Bengal.
279,2	501,9	61,58,4	159,1	257,0	85,24,5	29,7	29,9	9,53,9	East Indian.
113,0	222,9	49,73,8	20,6	32,9	11,22,0	24,3	24,3	8,23,0	Great Indian Peninsula.
69,7	98,0	12,91,2	1,2	8,9	7,16,0	Nil	8,1	1,75,0	Madras and Southern Maharatta.
388,8	427,2	39,41,1	356,3	395,8	1,46,48,5	39,4	39,6	24,32,9	Nizam's State.
19,8	49,0	15,19,6	17,3	19,5	4,02,5	3,4	5,5	3,53,3	North Western.
1,231,5	1,961,3		691,1	1,025,2		124,9	187,2		South Indian.
									Total.
10,2	11,8	74,2	5	5	3,4	49,2	49,6	7,19,1	3' 3½" GAUGE.
140,5	147,2	8,40,0	†	†	†	1,5	9,9	2,60,1	Assam Bengal.
88,6	210,7	*	82,0	144,5	*	3	2,1	*	Bengal and North Western.
29,9	20,9	2,83,0	5,7	5,7	1,09,3	2,0	2,0	50,8	Bombay, Baroda and Central India.
40,5	47,0	*	4	5	*	..	45,3	*	Burma.
58,5	66,5	5,93,2	38,0	46,7	6,14,5	Nil	2,8	1,18,6	Eastern Bengal.
218,5	259,8	*	31,5	41,1	*	10,4	10,4	*	Jodhpur.
104,1	109,3	*	38,4	39,1	*	6	9	*	Madras and Southern Maharatta.
13,3	13,8	66,7	3	1,0	3,4	..	1,8	26,1	Nizam's State.
139,7	174,3	*	15,9	22,2	*	10,3	10,3	*	Rohilkund and Kumaon.
843,8	1,070,3		212,7	301,3		74,3	135,1		South Indian.
									Total.
15,4	17,3	*	9	1,4	*	..	8	*	2' 6" AND 2' 0" GAUGES.
15,4	17,2	*	19,6	20,4	*	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
10,4	10,7	*	26,3	26,5	*	..	..	..	Eastern Bengal.
3,7	4,5	*	Nil	Nil	*	1	3	*	Great Indian Peninsula.
2,4	3,1	*	Nil	Nil	Nil	Nil	1	Nil	North Western.
									South Indian.
47,3	52,8		46,8	48,3		1	1,2		Total.
2,122,6	3,084,4	2,77,46,3	950,6	1,371,8	3,55,67,9	199,3	323,5	80,42,1	Total, 1935-36.
2,271,4	3,357,5	2,98,47,9	875,7	1,293,4	3,21,21,0	181,7	281,7	68,36,2	Total, 1934-35.
..	..	..	74,9	8,4	34,46,9	15,6	41,8	12,05,9	Increase.
148,8	273,1	21,01,6	..	..	..	..	..	..	Decrease.

5' 6" gauge.

gauge of railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class 1

Railway.	II.—Heavy Merchandise— <i>contd.</i>								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise. (Items 1 to 16).		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	64	65	66	67	68	69	70	71	72	73
5' 3" GAUGE.									
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	27,6	30,8	6,48,8	..	..	..	4,221,1	4,001,2	2,28,71,7
Bombay, Baroda and Central India	10,6	10,6	2,58,0	2	4	52,3	999,4	1,025,4	2,84,14,7
Eastern Bengal	92,9	93,3	6,23,3	2,6	4,8	23,7	442,0	652,4	63,43,0
East Indian	3	52,3	11,91,1	20,7	27,1	2,46,6	2,077,4	3,223,4	2,37,75,9
Great Indian Peninsula	35,1	35,3	8,36,7	2,3	2,3	16,8	1,799,3	2,897,2	3,63,82,7
Madras and Southern Mahratta .	34,2	34,2	7,29,8	..	..	..	675,5	1,107,0	1,95,43,1
Nizam's State	Nil	4,0	74,2	Nil	1	15,5	303,0	573,3	64,62,0
North Western	24,3	24,4	9,42,7	4,9	5,0	28,8	3,051,6	4,221,2	4,79,03,7
South Indian	9,1	10,8	4,41,3	Nil	Nil	Nil	383,9	611,3	1,11,76,7
Total	234,1	295,7		36,7	39,7		14,553,2	19,512,4	
3' 3½" GAUGE.									
Assam Bengal	36,6	37,7	4,30,5	..	..	..	346,4	388,6	26,48,6
Bengal and North Western . . .	12,8	62,6	6,68,6	54,8	56,1	2,57,4	1,118,0	1,552,6	1,02,83,1
Bombay, Baroda and Central India	..	4,3	*	1,1	5,8	*	785,1	1,624,4	*
Burma	1,2	1,2	17,4	Nil	Nil	Nil	1,902,8	1,902,8	1,25,03,7
Eastern Bengal . . . . .	..	31,8	*	1	1	*	317,5	592,2	*
Jodhpur	Nil	1,1	29,1	Nil	Nil	Nil	366,2	512,2	33,37,1
Madras and Southern Mahratta .	20,0	20,6	*	..	..	..	776,5	1,160,6	*
Nizam's State	9	2,5	*	1,5	1,6	*	216,2	337,6	*
Rohilkund and Kumaon . . . .	..	3	6	..	..	..	296,4	341,0	15,91,9
South Indian	27,0	27,0	*	Nil	Nil	Nil	1,081,6	1,197,9	*
Total	98,5	189,1		57,5	63,6		7,206,7	9,609,9	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . . . .	..		*	..	..	..	314,9	374,8	*
Bombay, Baroda and Central India	..	..	..	..	..	..	123,1	149,1	*
Eastern Bengal . . . . .	..	..	..	..	..	..	..	1	*
Great Indian Peninsula . . . .	..	..	..	..	..	..	45,0	75,4	*
North Western	Nil	1	*	Nil	Nil	Nil	97,2	137,5	*
South Indian	Nil	3	*	Nil	Nil	Nil	7,9	18,7	*
Total . . . . .	..	4,5		..	..		588,1	755,6	
Total, 1935-36	332,6	480,3	68,92,1	94,2	103,3	6,47,1	22,348,0	29,877,9	23,32,17,9
Total, 1934-35	319,9	454,6	62,27,4	61,4	71,4	4,67,2	21,746,1	29,357,0	23,18,16,3
Increase	12,7	34,7	6,64,7	32,8	31,9	1,79,9	601,9	520,9	14,01,6
Decrease . . . . .	..	..	..	..	..	..	..	..	..

*Shown under

† In these totals consignments passing over two or more

†Not recorded

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
74	75	76	77	78	79	80	81	82	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
3	6	10,2	17,8	84,5	17,29,6	56,9	69,2	3,30,7	5' 0" GAUGE.
4,1	5,1	1,55,1	104,1	114,1	73,16,2	131,6	142,1	9,61,5	Bengal Nagpur.
6	2,2	26,7	26,0	27,8	6,76,4	27,7	35,8	1,67,9	Bombay, Baroda and Central India.
6,7	7,5	89,6	80,8	108,4	23,09,8	134,9	164,1	6,64,8	Eastern Bengal.
3,7	5,1	54,8	133,4	195,9	48,59,9	136,2	160,4	9,96,4	East Indian.
2,1	3,3	1,94,6	27,0	63,5	16,71,7	17,1	41,0	4,59,9	Great Indian Peninsula.
1,7	2,1	47,8	2,7	16,8	4,25,5	11,5	15,1	1,19,2	Madras and Southern Mahratta.
93,9	95,2	8,13,5	69,3	118,5	33,38,6	105,3	152,8	7,33,1	Nizam's State.
8,7	12,3	2,39,0	26,8	34,6	10,42,6	11,9	13,6	2,09,1	North Western.
121,8	133,4		487,9	764,1		633,1	794,1		South Indian.
									Total.
6,3	6,3	96,2	2,3	9,6	1,04,6	10,6	11,3	37,4	3' 3½" GAUGE.
†	†	†	27,4	58,8	10,07,6	30,9	31,6	1,42,9	Assam Bengal.
9,5	11,4	*	76,2	121,0	*	14,7	23,9	*	Bengal and North Western.
12,6	12,6	77,2	17,0	17,0	4,27,9	98,5	98,5	5,26,7	Bombay, Baroda and Central India.
7	1,0	*	1,3	18,3	*	13,9	19,8	*	Burma.
34,6	35,4	2,12,2	1,3	12,6	1,81,5	4,4	11,4	58,9	Eastern Bengal.
11,6	13,5	*	18,0	37,2	*	48,1	65,3	*	Jodhpur.
1,1	1,1	*	3,4	8,3	*	6,5	6,8	*	Madras and Southern Mahratta.
2	7	5,0	2,6	11,7	97,1	3,8	4,0	16,5	Nizam's State.
13,6	14,1	*	38,1	45,2	*	20,7	23,1	*	Rohilkund and Kumaon.
90,2	96,1		187,6	339,7		252,1	295,7		South Indian.
									Total.
1	1	*	2,3	6,9	*	3,8	4,8	*	2' 6" AND 2' 0" GAUGES.
5	6	*	1	9	*	8	1,0	*	Bengal Nagpur.
..	..	..	..	1	*	..	..	..	Bombay, Baroda and Central India.
1	1	*	8	2,5	*	1,5	3,9	*	Eastern Bengal.
Nil	1	*	1	3,6	*	2,6	5,5	*	Great Indian Peninsula.
Nil	Nil	Nil	Nil	2	*	6	6	*	North Western.
									South Indian.
7	9		3,3	14,2		9,3	15,8		Total.
212,7	230,4	20,22,8	678,8	1,118,0	2,51,89,0	894,5	1,105,6	54,25,0	Total, 1935-36.
208,3	231,4	21,13,6	670,1	1,092,4	2,45,07,1	947,3	1,181,7	55,64,4	Total, 1934-35.
4,4	..	..	8,7	25,6	6,81,9	..	..	..	Increase.
..	1,0	90,8	..	..	..	52,8	76,1	1,39,4	Decrease.

5' 6" gauge.
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	III. Light								
	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	85	86	87	88	89	90	91	92	93
84									
5' 6" GAUGE.	Tons	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	18,4	43,9	6,53,5	3,7	23,9	3,28,5	7,6	20,4	1,90,3
Bombay, Baroda and Central India	29,6	48,4	11,04,7	5,7	55,8	26,07,6	..	..	..
Eastern Bengal	95,5	117,3	7,63,3	12,4	17,7	3,50,0	287,2	612,9	63,82,4
East Indian	941,3	999,6	22,62,2	184,0	207,5	15,19,2	20,0	43,8	2,95,4
Great Indian Peninsula	86,7	123,4	13,00,1	25,5	123,0	14,49,1	..	..	..
Madras and Southern Mahratta	65,0	101,7	12,63,5	30,1	43,8	9,38,4	..	..	..
Nizam's State	1,7	11,7	2,16,8	7	4,4	1,32,3	Nil	1	1,1
North Western	239,3	392,0	22,74,6	179,8	256,0	26,55,5	1	3	3,9
South Indian	54,3	62,0	10,73,8	10,7	13,0	3,38,0	..	..	4
Total	1,531,8	1,900,0		452,6	745,1		314,9	6,77,5	
3' 3½" GAUGE.									
Assam Bengal	22,3	28,0	1,74,1	5,4	13,3	68,2	156,8	160,2	6,79,4
Bengal and North Western	1,722,5	1,769,5	19,67,6	84,8	93,1	5,97,3	†	†	†
Bombay, Baroda and Central India	85,0	109,3	*	3,6	178,8	*	..	..	..
Burma	231,1	231,1	13,60,6	26,5	26,5	3,17,3	Nil	Nil	Nil
Eastern Bengal	71,7	108,9	*	5,1	39,0	*	378,7	400,8	*
Jodhpur	2,3	9,6	55,1	5	18,7	1,73,6	..	..	2
Madras and Southern Mahratta	37,2	43,9	*	65,0	72,8	*	..	..	..
Nizam's State	3,6	6,4	*	8,6	11,5	*	Nil	Nil	Nil
Rohilkund and Kumaon	452,3	501,5	4,40,2	102,3	102,3	6,35,0	††	††	††
South Indian	110,5	132,5	*	23,0	26,9	*	Nil	Nil	Nil
Total	2,738,5	2,940,7		324,8	582,9		535,5	561,0	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	8	2,3	*	5	3,6	*	..	..	..
Bombay, Baroda and Central India	1,4	2,6	*	2	2,6	*	..	..	..
Eastern Bengal . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2	3	*	9,5	12,5	*	..	..	..
North Western	15,7	17,3	*	1,2	4,7	*	Nil	Nil	Nil
South Indian	7	1,0	*	2	2	*	Nil	Nil	Nil
Total	18,8	23,5		11,6	23,6		..	..
Total, 1935-36	4,289,1	4,804,2	1,49,10,1	789,0	1,351,6	1,21,10,0	850,4	1,238,5	95,53,1
Total 1934-35	3,746,6	4,288,6	1,36,08,2	772,7	1,304,3	1,16,16,8	995,3	1,483,2	1,24,44,9
Increase	542,5	515,6	13,01,9	16,3	47,3	4,93,2	..	..	..
Decrease . . . . .	..	..	..	..	..	..	144,9	244,7	28,01,8

* Shown under

† Not recorded

†† In these totals consignments passing over two or more

†† Not compiled.

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

Merchandise—contd.

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originat- ing on Home line whether local or Foreign. 94	† Total. 95	Earnings. 96	Originat- ing on Home line whether local or Foreign. 97	† Total. 98	Earn- ings. 99	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
5' 6" GAUGE.						
640.4	666.9	37,24.5	6.2	18.1	3,29.5	Bengal-Nagpur.
61.7	92.9	26,61.3	40.5	40.6	8,63.8	Bombay, Baroda and Central India.
37.1	111.7	8,77.1	63.7	65.1	7,00.0	Eastern Bengal.
220.1	461.3	60,83.8	8.5	53.4	9,52.8	East Indian.
120.4	271.6	35,50.2	54.2	54.8	12,19.9	Great Indian Peninsula.
49.7	119.5	17,51.0	33.2	33.3	6,57.6	Madras and Southern Mahratta.
3.6	25.5	3,86.9	4	5.0	1,14.9	Nizam's State.
134.1	208.1	44,40.1	40.6	40.7	10,41.6	North Western.
9.7	28.7	7,27.4	21.3	23.2	4,27.6	South Indian.
1,276.8	1,986.2		268.6	334.2		Total.
3' 3½" GAUGE						
19.3	29.1	3,32.1	80.3	83.8	10,94.1	Assam Bengal.
25.5	58.7	5,54.3	1.8	11.7	1,03.5	Bengal and North Western.
16.0	84.4	*	1.5	16.5	*	Bombay, Baroda and Central India.
26.5	26.5	3,38.5	25.1	25.1	3,26.9	Burma.
4.8	34.0	*	5.5	43.2	*	Eastern Bengal.
2.2	18.3	2,34.5	2	7.3	1,61.1	Jodhpur.
18.5	61.3	*	20.0	27.5	*	Madras and Southern Mahratta.
3.2	14.5	*	7	5.0	*	Nizam's State.
3.3	11.1	66.7	2.6	5.9	32.1	Rohilkund and Kumaon.
30.2	44.5	*	17.3	20.8	*	South Indian.
149.5	382.4		155.0	246.8		Total.
2' 6" AND 2' 0" GAUGES.						
1.8	7.0	*	9	3.8	*	Bengal-Nagpur.
1.1	3.5	*	2	2.7	*	Bombay, Baroda and Central India.
..	1	*	..	..	..	Eastern Bengal.
9	3.8	*	2.6	4.9	*	Great Indian Peninsula.
6	4.3	*	1	2.2	*	North Western.
3	6	*	1	1.1	*	South Indian.
4.7	19.3		3.9	14.7		Total.
1,431.0	2,387.9	2,57,28.4	427.5	595.7	80,25.4	Total, 1935-36
1,341.0	2,266.3	2,34,18.8	496.6	687.3	90,20.2	Total, 1934-35.
90.0	121.6	23,09.6	..	..	..	Increase.
..	..	..	69.1	91.6	9,94.8	Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	III.—Light					
	(9) Petrol in tins.			(10) Tobacco.		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	102	103	104	105	106	107
101						
5' 6" GAUGE.						
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,6	2,7	41,4	12,6	35,4	7,53,4
Bombay, Baroda and Central India	3,9	3,9	1,20,3	42,5	46,9	12,38,0
Eastern Bengal	1,2	1,4	31,9	12,6	25,4	6,83,7
East Indian	3,7	4,6	47,4	23,4	47,6	8,88,3
Great Indian Peninsula	4,7	5,4	1,25,7	9,3	42,7	9,35,8
Madras and Southern Mahratta	4,1	4,3	1,07,5	36,4	54,2	12,01,4
Nizam's State	5	8	25,6	1,6	7,5	2,18,6
North Western	5,1	5,2	2,12,8	27,2	38,1	7,85,6
South Indian	4,5	5,6	2,04,1	15,1	17,9	4,08,5
Total	30,3	33,9		180,7	315,7	
3' 3½" GAUGE.						
Assam Bengal	2,9	2,9	39,2	2,0	9,0	1,26,7
Bengal and North Western	7	7	8,1	32,9	36,1	5,26,7
Bombay, Baroda and Central India	3,9	4,9	*	8,9	27,3	*
Burma	5,3	5,3	1,24,2	14,3	14,3	1,80,2
Eastern Bengal	7	1,2	*	20,3	33,8	*
Jodhpur	4	1,1	36,3	6	4,9	85,7
Madras and Southern Mahratta	3,1	3,6	*	21,6	27,3	*
Nizam's State	2	6	*	2,4	4,0	*
Rohilkund and Kumaon	5	5	3,1	2,6	4,0	37,1
South Indian	4,7	5,0	*	9,6	14,0	*
Total	22,4	25,8		115,2	174,7	
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	5	7	*	1,6	5,4	*
Bombay, Baroda and Central India . . . . .	..	2	*	3	6	*
Eastern Bengal . . . . .	..	..	..	..	3	*
Great Indian Peninsula	1	2	*	..	7	*
North Western	6	1,4	*	4	1,5	*
South Indian	Nil	1	*	Nil	7	*
Total	1,2	2,6		2,3	9,2	
Total, 1935-36	53,9	92,3	11,36,6	278,2	499,6	80,79,7
Total, 1934-35	60,5	91,5	20,31,5	302,4	512,7	81,75,6
Increase . . . . .	..	..	..	..	..	..
Decrease	6,6	29,2	8,94,9	4,2	13,1	95,9

* Shown under
† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

Merchandise—contd.

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
76,1	134.6	22,01.6	25,1	26,2	89,1	867,7	1,126,4	1,03,82,3	Bengal-Nagpur.
79,6	120,9	31,20,5	35,8	44,5	2,32,2	539,1	715,2	2,03,90,2	Bombay, Baroda and Central India.
38,2	93,3	23,53,6	6,1	8,5	58,4	608,3	1,119,1	1,50,71,4	Eastern Bengal.
88,5	152,0	34,69,9	29,0	31,4	2,03,2	1,740,9	2,231,2	1,87,86,4	East Indian.
123,2	213,7	40,18,4	12,3	30,6	1,19,4	709,6	1,226,6	1,86,29,7	Great Indian Peninsula.
67,2	138,6	28,79,2	15,8	18,2	74,1	347,7	621,4	1,11,98,9	Madras and Southern Mahratta.
13,2	34,0	6,24,0	12,8	16,3	1,43,2	50,4	139,3	24,55,9	Nizam's State.
9,5	122,9	31,43,6	3,3	3,9	15,5	992,5	1,433,7	1,94,58,4	North Western.
90,7	125,5	27,87,2	12,6	23,5	2,61,8	266,3	359,9	77,00,4	South Indian.
671,2	1,135,5		152,8	203,1		6,122,5	9,022,8		Total.
									3' 3½" GAUGE.
88,4	106,1	18,82,2	7,4	11,9	1,24,5	404,0	471,5	47,58,7	Assam Bengal.
63,0	81,2	9,63,6	6,7	8,9	50,2	1,990,2	2,150,3	59,21,8	Bengal and North Western.
34,6	88,9	*	5,6	8,8	*	259,5	675,2	*	Bombay, Baroda and Central India.
85,2	85,2	10,45,8	2,9	2,9	10,3	545,0	545,0	65,45,6	Burma.
35,1	98,3	*	2	7,1	*	538,0	805,4	*	Eastern Bengal.
4,3	16,6	1,93,3	2	2	4	51,0	136,1	13,92,8	Jodhpur.
70,9	113,6	*	2,4	4,4	*	316,4	470,4	*	Madras and Southern Mahratta.
10,6	20,5	*	8,9	9,0	*	49,2	87,7	*	Nizam's State.
5,5	9,6	71,8	6	8	3,3	576,3	652,1	14,07,9	Rohilkund and Kumaon.
92,1	128,5	*	24,8	43,1	*	384,6	497,7	*	South Indian.
489,7	748,5		59,7	97,1		5,120,2	6,491,4		Total.
									2' 6" AND 2' 0" GAUGES.
7,3	16,5	*	6	8	*	20,2	51,9	*	Bengal-Nagpur.
4,1	6,6	*	5,4	5,4	*	14,1	26,7	*	Bombay, Baroda and Central India.
2,4	2,5	*	..	..	*	2,4	3,0	*	Eastern Bengal.
4	4,2	*	..	5,5	*	16,1	38,6	*	Great Indian Peninsula.
3,9	6,5	*	1	2	*	25,3	47,3	*	North Western.
6,4	7,4	*	8	8	*	9,1	12,7	*	South Indian.
24,5	43,7		6,9	12,7		87,2	180,2		Total.
1,185,4	1,927,7	2,96,34,7	219,4	312,9	13,85,6	11,329,9	15,691,4	14,32,00,4	Total, 1935-36.
1,195,0	1,937,6	3,93,77,8	187,0	280,6	12,52,8	10,922,8	15,363,6	14,46,31,5	Total, 1934-35.
..	..	..	32,4	26,3	1,32,8	407,1	330,8		Increase.
9,6	9,0	7,43,1	..	..	..	..	..	9,31,3	Decrease.

6" gauge.

ages or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,428.7	1,657.1	99,25.4	6,517.5	7,381.7	4,31,79.4	9	2.8	38.6
Bombay, Baroda and Central India.	743.9	972.0	1,37,19.6	2,282.1	3,312.6	6,25,24.5	1.2	1.6	72.9
Eastern Bengal	256.3	428.6	28,77.1	1,306.6	2,200.1	2,42,91.5	6.7	8.0	33.9
East Indian	1,990.4	2,566.8	2,02,18.3	5,808.7	8,071.4	6,27,80.6	36.3	60.3	4,67.6
Great Indian Peninsula . .	1,720.0	2,005.0	1,70,61.7	4,228.9	6,128.8	7,20,74.1	36.4	58.2	7,11.6
Madras and Southern Mahratta	309.5	574.0	78,93.8	1,332.7	2,302.4	3,86,35.8	1.7	5.4	69.1
Nizam's State	49.7	123.6	17,63.5	403.1	836.2	1,06,81.4	1.3	11.5	70.9
North Western	1,193.1	1,446.7	2,07,88.8	5,837.2	7,101.6	8,81,50.9	158.5	194.0	11,76.1
South Indian	240.7	291.0	54,76.5	890.9	1,262.2	2,43,53.6	5	1.9	30.7
Total	7,932.3	10,064.8		28,608.0	38,600.0		243.5	343.7	
3' 3½" GAUGE.									
Assam Bengal	70.2	109.7	10,60.3	820.6	969.8	84,67.6	4	2.1	6.3
Bengal and North Western .	250.3	454.2	30,15.7	3,364.5	4,157.1	1,92,00.6	4.7	4.7	23.0
Bombay, Baroda and Central India.	159.2	453.2	*	1,203.8	2,752.8	*	1.8	5.9	*
Burma	386.2	386.2	43,26.7	2,834.0	2,834.0	2,24,76.0	11.2	11.2	46.3
Eastern Bengal	56.7	139.6	*	912.2	1,537.2	*	2	2.5	*
Jodhpur	65.3	115.2	9,17.9	482.5	763.5	56,47.8	Nil	4	6.8
Madras and Southern Mahratta	222.7	341.5	*	1,315.6	1,972.5	*	2.4	4.6	*
Nizam's State	31.7	53.4	*	297.1	478.7	*	2.0	3.3	
Rohilkund and Kumaon . . .	59.0	97.8	4,84.1	931.7	1,090.9	34,83.9	4.0	4.9	20.8
South Indian	184.0	252.9	*	1,650.2	1,948.5	*	2	1.6	*
Total	1,485.3	2,103.7		13,812.2	18,505.0		26.9	41.2	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	69.1	86.6	*	404.2	513.3	*	..	1	*
Bombay, Baroda and Central India.	15.8	23.8	*	153.0	199.6	*	..	..	..
Eastern Bengal	1	2	*	2.5	3.3	*	..	..	..
Great Indian Peninsula . . .	2.2	9.2	*	63.3	123.2	*	..	..	..
North Western	43.9	85.4	*	166.4	270.2	*	4.9	18.0	*
South Indian	2.4	4.3	*	19.1	35.7	*	Nil	Nil	Nil
Total	133.5	209.5		808.8	1,145.3		4.9	18.1	
Total, 1935-36	9,551.1	12,678.0	10,95,29.4	43,229.0	58,250.3	48,59,47.7	275.3	403.0	27,74.6
Total, 1934-35	8,910.1	12,058.2	10,40,86.9	41,579.0	56,778.8	48,00,34.9	314.5	444.6	27,04.1
Increase	641.0	619.8	54,42.5	1,650.0	1,471.5	59,12.8	..	..	70.5
Decrease . . . . .	..	..	..	..	..	..	39.2	41.6	..

* Shown under

† Includes 2.8 tons and Rs. 10.8 earnings for oil fuel

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			Railway
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	(1) Fuel.			
						Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
4,2	4,8	56,3	209,0	229,0	11,25,7	874,9	877,8	21,81,8	Bengal-Nagpur.
20,9	44,9	20,57,1	77,0	81,1	2,09,7	15,5	242,1	10,05,2	Bombay, Baroda and Central India.
2,3	2,4	80,3	205,8	213,6	4,49,1	3,1	271,6	7,50,2	Eastern Bengal.
21,6	35,9	14,30,3	1,435,0	1,456,2	19,09,7	†1,499,4	†1,499,4	†49,72,7	East Indian.
17,8	19,3	3,85,4	261,8	281,4	3,35,6	553,4	809,6	28,04,6	Great Indian Peninsula.
7,0	7,4	2,05,0	47,9	102,4	3,45,8	6	352,5	16,84,6	Madras and Southern Mahratta.
1	2	16,3	55,1	65,1	90,0	186,1	186,1	2,99,7	Nizam's State.
26,9	27,1	4,12,4	1,929,3	1,930,0	10,01,0	34,3	1,040,8	40,28,0	North Western.
1,3	2,1	79,8	185,5	186,4	90,1	2,2	135,6	7,30,9	South Indian.
111,1	144,1		4,406,4	4,545,2		3,169,5	5,415,5		Total.
									3' 3½" GAUGE.
1,3	1,4	32,6	165,1	169,1	1,30,9	10,2	90,6	1,55,5	Assam Bengal.
5,3	7,8	1,04,1	25,8	38,0	1,37,5	44,2	265,7	5,64,0	Bengal and North Western.
22,2	28,3	*	25,5	40,6	*	10,7	218,3	*	Bombay, Baroda and Central India.
8,4	8,4	3,01,3	42,6	42,6	27,6	208,6	208,6	5,61,7	Burma.
5	2,7	*	59,3	74,4	*	6,3	115,0	*	Eastern Bengal.
1,0	1,1	18,1	316,1	331,0	1,81,4	4,2	60,4	1,52,8	Jodhpur.
4,1	4,5	*	18,6	33,4	*	118,6	123,3	*	Madras and Southern Mahratta.
5	5	*	9,7	10,9	*	2	32,7	*	Nizam's State.
3	5	5,0	60,8	62,3	83,5	45,2	45,2	15,0	Rohilkund and Kumaon.
1,7	1,8	*	220,0	223,5	*	14,5	162,5	*	South Indian.
45,3	57,0		943,5	1,025,8		462,7	1,322,3		Total.
									2' 6" AND 2' 0" GAUGES.
..	..	..	25,1	25,2	*	44,8	47,2	*	Bengal-Nagpur.
..	..	..	6,9	7,4	*	5	1,0	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
3	4	*	17,3	18,0	*	16,2	16,2	*	North Western.
Nil	Nil	Nil	Nil	Nil	Nil	1	1	*	South Indian.
3	4		49,3	50,6		61,6	64,5		Total
156,7	201,5	51,84,0	5,399,2	5,621,6	61,17,6	3,693,8	6,802,3	1,99,07,3	Total, 1935-36
157,0	198,7	50,08,8	5,067,2	5,259,6	53,40,2	3,834,6	6,895,5	2,07,70,2	Total, 1934-36.
..	2,8	1,75,2	332,0	362,0	7,77,4	..	..	..	Increase.
3	..	..	..	..	..	140,8	93,2	8,62,9	Decrease.

5' 6" gauge.
for Home Line Revenue Account.
gauges or railways are considered as two or more separate consignments

23 — Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1935-36. (In hundreds)—concl'd.

Railway.	IX.—Materials and Stores on Revenue Account—concl'd.						X.—Total—All Commodities. [Heads I (3) to (5), and v to IX.]		
	(2) General Stores and materials			(3) Total.			Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.			
138	139	140	141	142	143	144	145	146	147
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	813.4	826.1	4,47.2	1,688.3	1,703.9	26,29.0	14,862.3	16,432.0	6,49,12.5
Bombay, Baroda and Central India.	304.2	309.8	4,23.2	319.7	551.9	14,28.4	2,829.4	4,945.5	7,11,31.7
Eastern Bengal	594.8	640.3	8,62.2	597.9	911.9	16,12.4	2,151.9	4,664.5	2,95,68.4
East Indian	1,410.3	1,499.1	13,29.9	2,903.7	2,998.5	63,02.6	20,432.3	24,134.5	12,53,66.7
Great Indian Peninsula . .	873.2	873.2	5,28.6	1,426.6	1,682.8	33,33.2	7,000.6	10,250.3	8,50,23.0
Madras and Southern Mahratta	243.7	245.4	3,07.4	244.3	597.9	19,92.0	1,781.4	3,643.4	4,47,37.7
Nizam's State	58.1	58.5	82.3	244.2	244.6	3,82.0	1,330.9	1,817.5	1,36,59.6
North Western	1,831.4	1,884.8	11,61.6	1,865.7	2,925.6	51,90.2	10,308.8	13,714.7	10,10,92.6
South Indian	447.4	452.4	3,39.0	449.6	588.0	10,69.9	1,582.0	2,105.2	2,61,68.7
Total	6,576.5	6,789.6		9,748.0	12,205.1		62,270.6	81,707.6	
3' 3½" GAUGE.									
Assam Bengal	227.8	235.9	2,42.3	238.0	326.5	3,97.8	1,258.3	1,593.1	94,52.5
Bengal and North Western .	283.8	303.0	3,36.5	328.0	568.7	9,00.5	3,836.1	5,220.0	2,15,92.6
Bombay, Baroda and Central India.	175.3	190.2	*	186.0	408.5	*	1,510.2	3,693.1	*
Burma	750.8	750.8	4,89.0	959.4	959.4	10,50.7	3,983.3	3,983.3	2,49,29.0
Eastern Bengal	183.8	200.6	*	190.1	315.6	*	1,167.7	2,292.2	*
Jodhpur	150.9	154.2	69.2	155.1	214.6	2,22.0	969.8	1,358.0	62,42.4
Madras and Southern Mahratta	128.4	135.0	*	247.0	258.3	*	1,683.5	2,414.9	*
Nizam's State	110.1	111.0	*	110.3	143.7	*	432.1	681.1	*
Rohilkund and Kumaon . .	67.4	67.4	38.0	112.6	112.6	53.0	1,315.1	1,502.1	40,57.1
South Indian	1,037.7	1,052.4	*	1,052.2	1,214.9	*	3,016.6	3,515.8	*
Total	3,116.0	3,200.5		3,578.7	4,522.8		19,202.7	26,253.6	
2' 6" AND 2' 0" GAUGE.									
Bengal-Nagpur	106.7	108.9	*	151.5	156.1	*	612.7	784.9	*
Bombay, Baroda and Central India.	19.8	20.4	*	20.3	21.4	*	208.4	263.6	*
Eastern Bengal	1	1	*	1	1	*	2.6	3.4	*
Great Indian Peninsula . .	13.3	13.3	*	13.3	13.3	*	77.3	149.8	*
North Western	21.6	28.1	*	37.8	44.3	*	298.4	445.7	*
South Indian	2.2	2.7	*	2.3	2.8	*	27.2	44.0	*
Total	163.7	173.5		225.3	238.0		1,256.6	1,691.4	
Total, 1935-36	9,853.2	10,163.6	66,56.4	13,550.0	16,965.9	2,65,63.7	82,738.9	109,652.6	62,79,34.5
Total, 1934-35	9,552.3	9,794.9	66,90.9	13,386.9	16,690.4	2,74,61.1	80,651.4	107,345.4	62,30,95.8
Increase	303.9	368.7	..	163.1	275.5	..	2,087.5	2,307.2	39,39.7
Decrease . . . . .	..	..	34.5	..	..	8,97.4	..	..	..

* Shown under 5' 6" gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I
RAILWAYS FOR THE YEAR 1935-36.**

HICRAccts.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.									
	*A I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			*A. I (2).—SUPERIORATE SUPERVISING STAFF.			*A. I (3).—OFFICE STAFF.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Ab- stracts A to G.	Total amount	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur . . .	Rs. 8,44,850	Rs. 316.2	1.49	Rs. 6,01,959	Rs. 225.3	1.06	Rs. 6,21,170	Rs. 232.5	1.09
Bombay, Baroda and Central India	3,47,770	207.5	0.93	3,48,336	207.8	0.93	3,97,055	236.9	1.06
Eastern Bengal . . .	3,13,806	229.4	1.01	2,45,584	179.6	0.79	2,91,684	213.3	0.94
East Indian . . .	9,68,494	149.9	0.82	11,17,723	173.0	0.95	9,56,941	148.1	0.81
Great Indian Peninsula . .	9,28,957	201.3	1.01	7,51,531	162.9	0.82	7,64,889	165.8	0.83
Madras and Southern Mahratta	3,02,535	199.0	1.17	2,05,180	135.0	0.79	2,42,329	159.4	0.93
Nizam's State . . .	1,15,040	194.4	1.64	87,187	147.3	1.25	74,343	125.6	1.06
North Western . . .	10,75,923	132.9	0.94	12,87,791	159.1	1.13	8,72,639	107.8	0.77
South Indian . . .	1,48,872	191.4	1.47	1,07,626	138.4	1.06	1,02,775	132.1	1.01
3' 3½" GAUGE.									
Assam-Bengal . . .	2,67,425	304.2	1.92	1,50,545	171.3	1.08	1,48,304	168.7	1.06
Bengal and North Western .	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,02,043	187.8	1.08	2,99,595	186.3	1.07	3,14,946	195.9	1.12
Burma . . .	4,00,378	219.2	1.41	3,98,278	218.1	1.41	3,26,274	178.7	1.15
Eastern Bengal . . .	1,26,793	126.9	0.87	99,228	99.3	0.68	1,17,853	117.9	0.81
Jodhpur . . .	82,358	115.8	1.29	41,566	58.5	0.65	46,416	65.3	0.72
Madras and Southern Mahratta	2,82,510	162.6	1.47	2,34,666	135.0	1.22	1,84,431	106.1	0.96
Nizam's State . . .	1,07,274	238.4	2.10	66,527	147.8	1.30	57,902	128.7	1.13
Rohilkund and Kumaon .	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian . . .	4,04,573	230.2	1.73	3,00,652	171.0	1.29	2,87,653	163.6	1.23
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . .	67,930	114.1	1.66	87,782	147.5	2.15	51,720	86.9	1.27
Bombay, Baroda and Central India	11,511	85.6	1.45	17,490	130.0	2.20	1,479	11.0	0.19
Eastern Bengal . . .	1,275	48.1	1.07	999	37.7	0.84	1,185	44.7	0.99
Great Indian Peninsula . .	4,562	30.1	0.98	7,737	51.0	1.66	4,565	30.1	0.98
North Western . . .	1,03,571	178.9	1.65	1,04,449	180.4	1.66	83,709	144.6	1.33
South Indian . . .	21,517	351.4	5.69	8,594	140.4	2.27	14,154	231.2	3.75

* According to the revised form introduced from 1931-32.
According to the form prior to 1931-32.

Class I Railways for the year 1935-36.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS.

A.I.—ADMINISTRATION—TOTAL.			A.II-1(a)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			†A. II-1 (b) AND A. II (3).—BRIDGES, TUNNELS AND CONSERVANCY OF RIVERS. *A. II-1(c).—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.			*A. II-1 (d).—SERVICE BUILDINGS, ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percent- age of total working expenses under Abstracts A to G.	Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount	† Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percent- age of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" Gauge.
22,28,301	*834.1	3.92	28,12,269	*1,052.7	4.94	*4,52,604	*246.4	0.80	3,73,724	7.46	0.66	B. N.
12,00,202	*716.0	3.20	16,88,740	*1,007.5	4.50	*1,13,289	*83.7	0.30	1,78,986	†	0.48	B. B. & C. I.
10,42,809	*762.5	3.37	14,35,009	*1,049.2	4.63	*93,740	*141.6	0.30	1,96,323	3.92	0.61	F. B.
35,70,378	*552.7	3.03	50,29,891	*778.7	4.26	*4,20,675	*97.4	0.36	10,09,370	6.61	0.86	E. I.
26,79,371	*580.6	2.92	39,96,179	*866.0	4.35	*1,54,672	*67.0	0.17	3,75,596	3.07	0.41	G. I. P.
9,32,075	*613.2	3.59	12,87,560	*847.1	4.96	*87,002	*76.4	0.34	1,32,143	1.32	0.51	M. & S. M.
3,06,115	*517.3	4.38	5,89,726	*962.7	8.14	*10,733	*34.0	0.16	(b) 21,863	†	0.31	N. S.
37,42,604	*462.4	3.28	57,12,080	*705.8	5.01	*2,66,630	*69.0	0.23	6,09,289	3.61	0.54	N. W.
3,91,789	*503.6	3.86	4,27,653	*549.7	4.21	*52,821	*109.0	0.52	46,785	3.75	0.46	S. I.
												3' 3½" Gauge.
6,09,660	*693.6 (e)	4.37	11,96,400	*1,361.1 (f)	8.57	*1,16,556	*143.0 (i)	0.84	1,17,946	†	1.06	A. B.
6,10,928	†229.8	3.65	21,00,003	†790.0	12.6	†2,46,581	†92.8	1.47	1,95,303	†	1.17	B. & N. W.
9,85,044	*612.6	3.52	14,27,447	*887.8	5.09	*55,465	*54.7	0.20	1,64,452	4.66	0.59	B. B. & C. I.
13,50,491	*739.5	4.77	20,70,302	*1,133.7	7.30	*1,37,439	*110.5	0.49	1,08,282	3.02	0.38	Burma.
4,10,587	*410.8	2.82	8,79,130	*879.6	6.03	*61,311	*93.2	0.42	75,118	5.99	0.51	E. B.
1,81,137	*254.8	2.83	4,72,635	*664.8	7.37	*19,964	*98.4	0.31	(a) 17,206	2.03	0.27	Jodhpur.
8,81,292	*507.1	4.59	16,48,111	*948.4	8.59	*64,079	*51.1	0.33	73,051	1.24	0.38	M. & S. M.
2,56,540	*570.0	5.02	5,07,568	*1,127.8	9.93	*10,348	*33.4	0.20	(b) 20,303	†	0.40	N. S.
1,06,751	†155.6	3.37	2,75,288	†401.1	8.70	†54,535	(j)†79.5	1.70	†	†	†	R & K.
10,78,977	*613.8	4.62	10,99,883	*625.7	4.71	*92,662	*70.4	0.40	1,64,345	3.52	0.70	S. I.
												2' 6" & 2' 0" Gauges.
2,19,278	*368.4	5.37	4,91,766	*826.2	12.0	*27,960	*59.6	0.68	26,460	6.84	0.65	B. N.
31,726	*235.9	3.09	1,10,292	*820.2	13.9	*12,345	†	1.55	1,465	†	0.18	B. B. & C. I.
4,130	*155.9	3.46	13,382	*505.0	11.2	*147	*32.1	0.12	466	2.06	0.39	E. B.
18,041	*118.9	3.88	87,092	*574.0	18.7	*2,131	*16.3	0.46	2,012	2.05	0.43	G. I. P.
3,45,765	*597.2	5.50	4,94,058	*853.3	7.87	*25,255	*43.6	0.40	40,010	6.26	0.64	N. W.
47,834	*781.2	12.7	38,734	*632.6	10.3	*1,144	*42.8	0.30	1,878	7.53	0.50	S. I.

† Information not available.

‡ Includes expenditure on tunnels.

(a) Includes the freight of stores pertaining to this head, booked in accounts under the head A-II-6 (a) "Carriage of Revenue Stores."

(b) Includes expenditure on a/c of "Electric wiring installation and equipment," in these buildings since transferred from "A-II (1) Structural works" to "A-II (3) Equipment."

Per mile of line maintained.

	Rs.
(e)	289.5
(f)	995.1
(g)	187.0
(h)	482.3
(i)	116.9

Per train mile.

As.
1.11
3.89
0.96
2.47
0.45

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A. — MAINTENANCE OF

Railway.	*A. II 1 (f).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (b), (e), (g), (h), AND (i).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.		*A. II 1—ALL ITEMS, TOTAL. ORDINARY REPAIRS AND MAINTENANCE—EXCLUDING CREDITS.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.
24	25	26	27	28	29	30	31	32
5' 6" GAUGE.	Rs.	Rs.		Rs.		Rs.	Rs.	
Bengal Nagpur	8,22,016	8.79	1.44	₹1,29,225	₹0.23	₹45,89,838	₹1,718.0	₹8.07
Bombay, Baroda and Central India	1,67,968	‡	0.45	15,922	0.04	21,64,906	1,291.5	5.77
Eastern Bengal	2,82,201	5.38	0.91	2,31,690	0.75	22,38,063	1,637.0	7.23
East Indian	(c) 9,45,813	3.86	0.80	(a)(h) 3,15,168	0.27	₹77,20,917	₹1,195.3	₹6.54
Great Indian Peninsula	4,60,285	3.96	0.50	₹2,69,522	₹0.29	₹52,56,254	₹1,139.0	₹5.73
Madras and Southern Mahratta	1,18,184	1.18	0.45	83,162	0.32	17,08,051	1,123.7	6.58
Nizam's State	(i) 69,228	‡	0.99	(h) ₹22,726	₹0.32	(i) ₹6,94,276	₹1,173.2	₹9.92
North Western	8,30,201	2.97	0.73	9,26,506	0.81	83,44,706	1,031.1	7.32
South Indian	48,343	3.02	0.48	(h) ₹4,028	₹0.04	₹5,79,630	₹745.1	₹5.71
3' 3½" GAUGE.								
Assam-Bengal	2,50,251	‡	1.79	78,342	0.56	17,89,496	2,035.8	12.8
Bengal and North Western	1,40,558	‡	0.84	1,91,583	1.15	₹34,813	₹ (m)	₹ 0.21
Bombay, Baroda and Central India	2,04,736	3.12	0.73	1,34,462	0.48	19,86,562	1,235.5	7.09
Burma	1,86,586	3.81	0.66	45,634	0.16	25,48,243	1,395.5	8.99
Eastern Bengal	1,26,218	7.57	0.87	1,37,377	0.94	12,79,154	1,279.8	8.77
Jodhpur	(d) 34,871	2.58	0.54	(h) ₹11,955	₹0.19	(d) ₹5,56,631	₹782.9	₹8.68
Madras and Southern Mahratta	84,454	1.43	0.44	59,175	0.31	19,28,870	1,109.9	10.1
Nizam's State	(i) 59,499	‡	1.16	(h) ₹31,651	₹0.62	(i) ₹6,29,369	₹1,398.4	₹12.3
Rohilkund and Kumaon	‡	‡	‡	(b)70,828	2.24	₹6,345	₹ (n)	₹ 0.20
South Indian	1,58,387	3.15	0.68	(h) ₹34,453	₹0.14	₹15,49,730	₹881.6	₹6.63
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	33,367	5.29	0.82	₹7,889	₹0.19	₹5,87,442	₹887.0	₹14.37
Bombay, Baroda and Central India	1,237	‡	0.16	568	0.07	1,25,907	936.3	15.8
Eastern Bengal	434	1.62	0.36	1,009	0.85	15,438	582.6	12.9
Great Indian Peninsula	2,670	1.69	0.57	₹4,030	₹0.87	₹97,935	₹645.5	₹21.1
North Western	50,118	3.39	0.80	53,505	0.85	6,62,946	1,145.0	10.6
South Indian	1,309	3.31	0.35	(h) ₹829	₹0.22	₹43,894	₹716.9	₹11.6

(a) Represents expenditure on shore connections at Ferries and Miscellaneous.

(b) Represents other structural works—A-II 1 (c) to (g) according to the form prior to 1931-32.

(c) Includes expenditure incurred on Electric Power stations and sub-stations.

(d) Includes the freight of stores pertaining to this head, booked in a/c's under the head "A-II 6 (a)—Carriage of Revenue Stores."

(i) Includes expenditure on a/c of "Electric wiring installation and equipment in buildings" since transferred from "A-II (1) structural works" to "A-II (3) Equipment."

‡ Represents equipment—A-II 2 according to the form prior to 1931-32.

₹ Previously the figures exhibited under this head pertained to entire head "A. II" instead of "A. II (1)" only.

(h) Excludes expenditure on 'Tunnels' included under 'Bridges' A-II-I (C).

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS—contd.

*A.II 2—SPECIAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS).		*A.II 3 (d).—SIGNALS AND INTER-LOOKING—ORDINARY REPAIRS AND MAINTENANCE. (Equipment).			A.II—TOTAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS).			Railway
Total amount.	Percent- age of total working expenses under Ab- stracts A to G.	Total amount.	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percent- age of total working expenses under Abstracts A to G.	
33	34	35	36	37	38	39	40	41
Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" GAUGE.
11,31,986	1.99	8,61,152	102.0	1.51	62,71,790	*2,347.6	11.0	Bengal Nagpur.
1,40,368	0.37	2,94,543	33.2	0.79	29,51,913	*1,761.1	7.86	Bombay, Baroda and Central India.
4,37,818	1.41	4,35,957	68.8	1.41	40,71,513	*2,976.9	13.1	Eastern Bengal.
†	†	5,64,357	29.7	0.48	99,59,300	*1,541.8	8.43	East Indian.
9,75,951	1.06	5,08,980	39.3	0.56	77,92,484	*1,688.6	8.49	Great Indian Peninsula.
19,455	0.07	1,56,113	22.8	0.60	22,96,497	*1,510.8	8.85	Madras and Southern Mahratta.
†	†	20,848	18.6	0.30	8,05,192	*1,360.6	11.5	Nizam's State.
13,39,831	1.18	5,73,542	29.8	0.50	1,20,04,607	*1,483.3	10.5	North Western.
2,61,541	2.58	30,184	13.6	0.30	9,97,779	*1,282.6	9.83	South Indian.
3' 3½" GAUGE.								
—728	—0.00	65,261	89.6	0.47	23,34,110	*2,655.3	16.7	Assam Bengal.
6,56,498	3.92	†	†	†	39,01,400	†1,467.7	23.3	Bengal and North Western.
1,54,838	0.55	1,61,138	27.5	0.58	23,02,538	*1,432.0	8.22	Bombay, Baroda and Central India.
3,42,070	1.20	1,58,638	64.8	0.56	37,88,581	*2,074.6	13.3	Burma.
2,51,249	1.72	8,717	2.68	0.06	16,55,861	*1,656.7	11.4	Eastern Bengal.
..	..	8,856	5.47	0.14	7,10,411	*999.2	11.1	Jodhpur.
1,45,626	0.76	1,19,136	29.4	0.62	25,14,169	*1,446.7	13.1	Madras and Southern Mahratta.
†	†	21,526	26.0	0.42	7,17,391	*1,594.0	14.0	Nizam's State.
†	†	†	†	†	4,69,819	†684.6	14.9	Rohilkund and Kumaon.
4,26,455	1.82	99,510	19.8	0.43	23,65,894	*1,345.9	10.1	South Indian.
2' 6" AND 2' 0" GAUGES.								
27,342	0.67	14,676	203.8	0.36	6,78,682	*1,140.3	16.6	Bengal Nagpur.
483	0.06	..	..	..	1,42,467	*1,059.5	17.9	Bombay, Baroda and Central India.
..	..	674	11.6	0.56	16,656	*628.5	14.0	Eastern Bengal.
150	0.03	506	1.94	0.11	1,07,650	*709.5	23.2	Great Indian Peninsula.
1,34,361	2.14	6,891	7.80	0.11	8,54,343	*1,475.5	13.6	North Western.
—24	—0.01	2,310	85.6	0.61	52,508	*857.6	13.9	South Indian.

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

‡ Information not available.

Per mile of line maintained.

Rs.

(m) 16.5

(n) 11.1

(o) 1,848.8

(p) 823.1

Per mile of track including sidings.

Rs.

13.1

9.25

..

Per train mile.

Rs.

0.06

0.06

7.11

4.22

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—concl'd.			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTU- RAL WORKS—*** (TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(a).	
	Total amount.	†Per mile of track including sidings.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
		*Per equated track mile.								
42	43	44	45	46	47	48	49	50	51	52
5' 6" GAUGE.	Rs. (b)	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	85,00,091	*3,181·7	14·9	14,58,428	1·27	0·16	1·77	2·56	15,98,882	1·39
Bombay, Baroda and Central India.	41,52,115	*2,477·1	11·1	5,83,955	1·20	0·15	1·48	1·56	9,10,564	1·87
Eastern Bengal	51,14,322	*3,739·3	16·5	7,46,930	1·28	0·22	1·66	2·41	6,27,814	1·12
East Indian	1,35,29,878	*2,094·5	11·5	31,07,869	1·27	0·15	1·66	2·63	35,52,873	1·46
Great Indian Peninsula .	1,04,71,855	*2,269·2	11·4	16,28,911	1·32	0·16	1·58	1·78	19,83,961	1·62
Madras and Southern Mahratta	(a) 32,28,572	*2,123·9	12·4	6,00,972	1·24	0·16	1·48	2·32	7,00,149	1·44
Nizam's State	11,11,307	*1,877·8	16·0	1,81,510	1·28	0·17	1·66	2·59	1,75,350	1·28
North Western	(a) 1,57,47,211	*1,945·8	13·8	20,60,226	1·16	0·16	1·44	1·81	33,61,330	1·90
outh Indian	(a) 14,53,505	*1,868·4	14·3	2,54,515	0·99	0·19	1·13	2·50	3,32,765	1·29
3' 3½" GAUGE.										
Assam-Bengal	29,43,770	*3,348·9	21·1	3,23,721	1·08	0·28	1·33	2·32	3,11,563	1·04
Bengal and North Western .	\$45,12,328	†1,697·5	27·0	3,27,750	0·48	0·13	0·60	1·96	**	**
Bombay, Baroda and Central India.	32,87,582	*2,044·6	11·7	9,76,461	1·60	0·35	1·94	3·48	8,61,779	1·41
Burma	51,39,072	*2,814·1	18·1	8,84,871	1·52	0·36	1·86	3·12	6,36,718	1·09
Eastern Bengal	20,66,428	*2,067·5	14·2	3,08,283	0·96	0·21	1·16	2·11	2,55,606	0·80
Jodhpur	8,91,548	*1,254·0	13·9	1,31,661	0·82	0·19	1·02	2·05	1,96,892	1·22
Madras and Southern Mahratta	(a) 33,95,461	*1,953·8	17·7	4,58,409	0·85	0·22	1·00	2·29	5,34,426	1·04
Nizam's State	9,73,931	*2,164·0	19·1	1,38,699	1·28	0·32	1·53	2·71	1,30,694	1·28
Rchilkund and Kumaon .	‡5,76,570	(i) ‡840·1	18·2	84,564	0·60	0·20	0·76	2·66	**	**
South Indian	(a) 36,16,141	*2,057·1	15·5	5,72,090	0·93	0·28	1·03	2·45	6,53,579	1·07
2' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur	(b) 8,97,960	*1,508·7	22·0	1,14,829	0·85	0·35	1·07	2·81	1,64,515	1·22
Bombay, Baroda and Central India.	1,74,193	*1,295·4	21·9	8,435	0·30	0·22	0·33	1·06	41,174	1·47
Eastern Bengal	20,786	*784·4	17·4	1,410	0·16	0·23	0·20	1·18	4,351	0·64
Great Indian Peninsula .	1,25,691	*828·4	27·0	2,362	0·07	0·04	0·08	0·51	27,704	0·87
North Western	(a) 12,0,108	*2,072·7	19·1	1,12,196	1·35	0·70	1·61	1·79	2,23,970	2·70
South Indian	(a) 1,05,953	*1,730·4	28·0	10,786	0·99	0·64	1·04	2·86	15,603	1·44

(a) Includes Provident Fund Bonus and Gratuity Figures taken under heads AI and AII and excludes credits on account of released materials in the case of North Western Railway only.
* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
Per mile of line maintained. Per mile of track including sidings. Per train mile.
Rs. As. As.
(f) 2,138·3 .. (f) 8·22
(g) 1,010·1 .. (g) 5·18
‡ Exclusive of value of stores returned to stock Rs. 668.
** Included under workshop repairs.
*** Excluding Depreciation or Replacement and Renewals as the case may be.
§ Includes Replacement and Renewals taken in the respective preceding detailed heads.
(b) Does not include Rs. 1,53,088 (B. G. Rs. 1,42,149 and N. G. Rs. 10,939) on a/c of, non-wasting assets' accounted for under Replacement and Renewals'.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF LOCOMOTIVE POWER.

RUNNING REPAIRS—[B. II.-1 (a)].			LOCOMOTIVES—(b) WORKSHOP REPAIRS [B. II.-1 (b)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
53	54	55	56	57	58	59	60	61
Rs.	As.		Rs.	As.	Rs.	As.		5' 0" GAUGE.
0·17	1·94	2·81	32,15,356	2·81	0·35	3·89	5·65	B. N.
0·23	2·31	2·43	13,98,230	2·87	0·35	3·54	3·72	B. B. & C. I.
0·18	1·39	2·03	13,74,530	2·56	0·40	3·04	4·44	E. B.
0·17	1·90	3·01	42,80,342	1·76	0·21	2·29	3·63	E. I.
0·21	1·93	2·16	26,59,063	2·16	0·28	2·58	2·89	G. I. P.
0·19	1·72	2·69	14,38,260	2·97	0·39	3·54	5·55	M. & S. M.
0·17	1·60	2·51	3,51,647	2·56	0·33	3·22	5·03	N. S.
0·27	2·35	2·95	34,09,936	1·92	0·27	2·38	2·99	N. W.
0·24	1·47	3·28	4,66,625	1·81	0·34	2·07	4·60	S. I.
								3' 3½" GAUGE.
0·27	1·28	2·23	3,77,298	1·26	0·32	1·55	2·71	A. B.
**	**	**	††15,15,697	††2·24	††0·59	††2·76	††9·06	B. & N. W.
0·31	1·71	3·08	15,38,428	2·52	0·56	3·05	5·49	B. B. & C. I.
0·26	1·34	2·25	7,10,996	1·22	0·28	1·50	2·51	Burma.
0·18	0·96	1·75	5,19,538	1·60	0·36	1·90	3·57	E. B.
0·28	1·54	3·07	1,77,289	1·10	0·26	1·38	2·77	Jodhpur.
0·27	1·22	2·78	9,14,317	1·77	0·46	2·08	4·76	M. & S. M.
0·31	1·44	2·56	2,61,152	2·40	0·61	2·88	5·11	N. S.
**	**	**	†2,39,588	†1·72	†0·55	†2·15	†7·59	R. & K.
0·32	1·18	2·80	8,35,475	1·36	0·40	1·51	3·57	S. I.
								2' 0" & 2' 0" GAUGES.
0·51	1·53	4·03	2,39,698	1·77	0·74	2·23	5·87	B. N.
1·06	1·63	5·18	55,141	1·97	1·43	2·18	6·93	B. B. & C. I.
0·72	0·63	3·64	5,247	0·80	0·87	0·76	4·39	E. B.
0·49	0·94	5·96	40,963	1·28	0·73	1·40	8·81	G. I. P.
1·39	3·22	3·57	1,10,227	1·33	0·68	1·59	1·75	N. W.
0·92	1·51	4·13	14,331	1·32	0·84	1·38	3·79	S. I.

†† Includes running Repairs and Renewals.

† Includes running repairs.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
62	63	64	65	66	67	68	69	70
5' 6" GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	6,75,216	0.59	0.07	0.82	1.19	54,94,408	4.80	0.59
Bombay, Baroda and Central India	1,45,253	0.30	0.04	0.37	0.39	24,54,316	5.04	0.62
Eastern Bengal	2,77,988	0.48	0.08	0.62	0.89	22,86,262	4.16	0.66
East Indian	6,76,159	0.27	0.03	0.36	0.57	87,65,854	3.60	0.42
Great Indian Peninsula	3,31,061	0.27	0.03	0.32	0.36	50,69,304	4.12	0.53
Madras and Southern Mahratta	3,88,169	0.80	0.10	0.95	1.49	25,30,939	5.22	0.68
Nizam's State	22,800	0.16	0.02	0.21	0.32	5,51,141	4.00	0.52
North Western	6,33,973	0.36	0.05	0.44	0.55	75,35,994	4.25	0.60
South Indian	6,704	0.02	0.00	0.03	0.07	8,05,813	3.12	0.58
3' 3½" GAUGE.								
Assam-Bengal	91,130	0.30	0.08	0.37	0.65	7,80,078	2.60	0.67
Bengal and North-Western	51,201	0.00	0.02	0.09	0.31	*15,68,514	*2.24	*0.61
Bombay, Baroda and Central India	2,66,742	0.44	0.10	0.53	0.95	26,65,969	4.37	0.97
Burma	67,837	0.12	0.03	0.14	0.24	14,19,852	2.44	0.57
Eastern Bengal	1,34,083	0.48	0.09	0.50	0.92	9,11,182	2.88	0.63
Jodhpur	7,996	0.05	0.01	0.06	0.13	3,88,867	2.41	0.56
Madras and Southern Mahratta	1,21,696	0.24	0.06	0.28	0.64	15,76,691	3.06	0.80
Nizam's State	13,899	0.16	0.03	0.16	0.27	4,07,090	3.84	0.95
Rohilkund and Kumaon	16,474	0.12	0.04	0.15	0.52	2,56,062	1.84	0.59
South Indian	1,10,752	0.18	0.06	0.20	0.47	16,06,284	2.62	0.78
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	16,543	0.12	0.05	0.15	0.40	4,20,768	3.11	1.30
Bombay, Baroda and Central India	65	0.00	0.00	0.00	0.01	1,16,980	4.18	3.02
Eastern Bengal	209	0.00	0.04	0.03	0.18	9,807	1.44	1.63
Great Indian Peninsula	303	0.01	0.01	0.01	0.07	68,970	2.16	1.23
North-Western	34,376	0.41	0.21	0.49	0.55	3,70,947	4.47	2.30
South Indian	215	0.02	0.01	0.02	0.06	30,149	2.78	1.77

* Includes Replacements

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund

Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

POWER—contd.

MAINTENANCE— (B-II).		RUNNING STAFF—(B-III-1).					FUEL—(B-III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
71	72	73	74	75	76	77	78	79	80	81	82	83
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 6" GAUGE.
6.66	9.66	32,66,644	2.85	0.35	3.96	5.74	42,97,849	3.75	0.47	5.21	7.55	B. N.
6.22	6.54	21,76,791	4.47	0.55	5.52	5.80	37,56,145	7.71	0.96	9.53	10.0	B. B. & C. I.
5.06	7.38	13,27,912	2.40	0.39	2.94	4.29	23,61,988	4.16	0.69	5.23	7.62	E. B.
4.69	7.43	62,52,337	2.55	0.30	3.35	5.30	90,76,852	3.72	0.44	4.85	7.69	E. I.
4.92	5.52	48,96,872	3.98	0.51	4.76	5.33	76,33,717	6.21	0.80	7.42	8.32	G. I. P.
6.22	9.75	14,91,325	3.08	0.40	3.67	5.75	34,74,558	7.18	0.94	8.54	13.4	M. & S. M.
5.04	7.88	3,57,337	2.56	0.34	3.27	5.11	4,67,397	3.36	0.43	4.27	6.68	N. S.
5.27	6.61	55,30,922	3.12	0.43	3.86	4.85	1,53,47,141	8.65	1.21	10.7	13.5	N. W.
3.57	7.94	7,72,435	2.98	0.56	3.42	7.61	18,43,112	7.14	1.33	8.16	18.2	S. I.
3.21	5.59	4,57,389	1.52	0.39	1.88	3.28	11,44,483	3.81	0.99	4.71	8.20	3' 3½" GAUGE.
*2.85	*9.38	6,52,275	0.96	0.25	1.19	3.90	13,85,679	2.08	0.53	2.52	8.28	A. B.
5.29	9.51	20,73,008	3.39	0.75	4.12	7.40	31,29,286	5.12	1.14	6.21	11.2	B. & N. W.
2.98	5.01	15,36,891	2.65	0.62	3.23	5.42	31,96,304	5.49	1.29	6.73	11.3	B. B. & C. I.
3.43	6.25	5,75,996	1.76	0.40	2.17	3.95	11,77,784	3.68	0.81	4.43	8.07	Burma.
3.03	6.07	2,26,229	1.40	0.33	1.76	3.53	7,73,433	4.79	1.12	6.02	12.1	E. B.
3.59	8.21	14,09,843	2.74	0.71	3.21	7.34	23,93,907	4.64	1.21	5.44	12.5	Jodhpur.
4.49	7.96	2,59,676	2.40	0.61	2.87	5.08	3,71,835	3.36	0.88	4.11	7.28	M. & S. M.
2.30	8.11	1,11,471	0.81	0.26	1.01	3.52	4,46,328	3.20	1.03	4.01	14.1	N. S.
2.90	6.87	16,68,376	2.71	0.81	3.01	7.13	28,33,725	4.62	1.37	5.12	12.1	R. & K.
3.91	10.3	2,52,805	1.87	0.78	2.35	6.19	3,05,426	2.26	0.95	2.83	7.47	S. I.
4.62	14.7	49,155	1.76	1.27	1.94	6.18	85,366	3.05	2.21	3.37	10.7	2' 6" & 2' 0" GAUGE.
1.42	8.21	18,217	2.56	3.03	2.64	15.3	11,633	1.76	1.93	1.69	9.74	B. N.
2.35	14.8	49,493	1.55	0.88	1.88	10.7	64,925	2.03	1.15	2.21	14.0	B. B. & C. I.
5.33	5.91	3,24,110	3.90	2.01	4.66	5.16	7,58,952	9.14	4.70	10.9	12.1	E. B.
2.91	7.98	36,964	3.42	2.18	3.57	9.78	34,493	3.19	2.03	3.33	9.13	G. I. P.
												N. W.
												S. I.

and Renewals.
HICRA acts

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.
	85	86	87	88	89	90	91
84							
5' 6" GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	5,59,551	0·49	0·07	0·68	0·99	82,77,476	7·23
Bombay, Baroda and Central India	3,00,400	0·62	0·08	0·76	0·80	62,20,494	12·8
Eastern Bengal	2,39,612	0·48	0·07	0·53	0·77	38,39,291	6·88
East Indian	12,85,989	0·53	0·06	0·69	1·09	1,59,43,320	6·54
Great Indian Peninsula	10,88,148	0·88	0·11	1·06	1·19	1,37,25,613	11·2
Madras and Southern Mahratta	3,42,695	0·71	0·09	0·83	1·32	52,65,263	10·9
Nizam's State	93,508	0·80	0·09	0·86	1·34	10,54,979	7·68
North Western	13,64,388	0·77	0·11	0·95	1·20	2,18,82,889	12·3
South Indian	1,61,977	0·63	0·12	0·72	1·59	28,33,885	11·0
3' 3½" GAUGE.							
Assam Bengal	1,16,031	0·39	0·10	0·48	0·83	17,67,006	5·88
Bengal and North Western	2,65,993	0·32	0·09	0·49	1·59	28,23,512	4·16
Bombay, Baroda and Central India	2,52,157	0·41	0·09	0·50	0·90	54,39,828	8·90
Burma	2,96,853	0·51	0·12	0·63	1·05	50,73,811	8·73
Eastern Bengal	92,250	0·32	0·06	0·35	0·63	18,63,976	5·76
Jodhpur	1,41,711	0·88	0·20	1·11	2·21	11,57,530	7·17
Madras and Southern Mahratta	3,11,783	0·60	0·16	0·70	1·63	41,11,241	7·98
Nizam's State	69,610	0·64	0·16	0·77	1·36	7,27,210	6·72
Rohilkund and Kumaon	64,160	0·46	0·15	0·57	2·03	6,19,484	4·45
South Indian	2,69,736	0·44	0·14	0·48	1·15	47,88,714	7·80
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	79,245	0·58	0·25	0·74	1·94	6,41,383	4·74
Bombay, Baroda and Central India	13,695	0·49	0·35	0·54	1·72	1,60,440	5·75
Eastern Bengal	3,579	0·04	0·59	0·52	3·00	33,621	4·96
Great Indian Peninsula	17,131	0·53	0·30	0·58	3·69	1,34,809	4·12
North Western	71,659	0·86	0·44	1·03	1·14	11,67,156	14·1
South Indian	6,870	0·63	0·40	0·66	1·82	78,994	7·30

Class 1 Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and since shown as earnings.

POWER—cont'd.

EXPENSES—(B. III.)			TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—(TOTAL ABSTRACT B).*					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percent- age of total working expenses under abstracts A. to G.	
92	93	94	95	96	97	98	99	100
Rs.	As.		Rs.	As.	Rs.	As.		
0.90	10.0	14.6	1,52,30,312	13.3	1.65	18.5	26.8	5' 6" GAUGE.
1.58	15.8	16.6	92,58,765	19.1	2.35	23.5	24.7	B. N.
1.12	8.50	12.4	68,72,483	12.3	2.00	15.2	22.2	B. B. & C. I.
0.77	8.54	13.5	2,78,17,043	11.4	1.34	14.9	23.6	E. B.
1.43	13.3	15.0	2,04,23,829	16.6	2.12	19.8	22.3	E. I.
1.42	12.9	20.3	83,97,174	17.3	2.26	20.6	32.4	G. I. P.
0.99	9.65	15.1	17,87,630	13.0	1.68	16.4	25.6	M. & S. M.
1.72	15.3	19.2	3,14,79,109	17.7	2.48	22.0	27.6	N. S.
2.05	12.6	27.9	38,94,213	15.1	2.82	17.3	38.4	N. W.
								S. I.
1.52	7.27	12.7	28,70,805	9.53	2.47	11.8	20.6	3' 3 1/2" GAUGE.
1.07	5.15	16.9	54,19,776	6.88	1.81	8.60	28.2	A. B.
1.97	10.8	19.4	90,82,258	14.9	3.29	18.1	32.4	B. & N. W.
2.05	10.7	17.9	73,78,534	12.7	2.98	15.5	26.0	B. B. & C. I.
1.28	7.01	12.8	30,83,441	9.60	2.12	11.6	21.1	Burma.
1.68	9.01	18.1	16,78,058	10.4	2.43	13.1	26.2	E. B.
2.07	9.35	21.4	61,26,341	11.9	3.09	14.0	32.0	Jodhpur.
1.71	8.03	14.2	12,72,999	11.8	2.98	14.1	24.9	M. & S. M.
1.43	5.57	19.6	19,60,110	6.89	2.22	8.63	30.3	N. S.
2.32	9.64	20.5	69,67,088	11.4	3.38	12.6	29.8	R. & K.
								S. I.
1.99	5.96	15.7	11,76,980	8.70	3.64	10.9	28.8	2' 6" & 2' 0" GAUGES.
4.15	6.34	20.2	2,85,855	10.2	7.39	11.3	36.0	B. N.
5.58	4.88	28.2	44,838	6.56	7.44	6.50	37.6	B. B. & C. I.
2.34	4.48	29.0	2,06,141	6.35	3.61	6.91	44.4	E. B.
7.23	16.8	18.6	16,50,299	19.9	10.2	23.7	26.3	G. I. P.
4.65	7.63	20.9	1,19,929	11.1	7.06	11.6	31.7	N. W.
								S. I.

* Excluding Depreciation or Replacement and Renewals as the case may be.

† Exclusive of value of stores returned to stock Rs. 165.

‡ Excludes credits received for working the Link Rs. 2,02,270 but includes Replacement and Renewals taken in the respective preceding detailed heads.

HICR Accts.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a).	
	Total. amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 105	Amount.	Per 1,000 vehicle miles.
101	102	103	104		106	107
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	6,29,395	1.60	0.76	1.11	2,96,817	3.33
Bombay, Baroda and Central India	3,15,562	1.75	0.80	0.84	2,71,743	4.07
Eastern Bengal	3,62,316	2.20	0.80	1.17	1,51,116	1.75
East Indian	13,55,808	1.46	0.73	1.15	5,99,414	2.09
Great Indian Peninsula	9,95,215	2.05	0.85	1.08	4,30,546	2.31
Madras and Southern Mahratta	3,30,982	2.07	0.82	1.28	1,41,916	2.48
Nizam's State	82,627	1.84	0.76	1.18	33,128	2.38
North Western	12,50,033	2.06	0.87	1.10	4,01,202	1.56
South Indian	77,363	1.28	0.34	0.76	40,085	1.26
3' 3½" GAUGE.						
Assam-Bengal	1,29,058	1.30	0.53	0.93	38,284	0.86
Bengal and North Western	1,19,382	0.56	0.22	0.71	**	**
Bombay, Baroda and Central India	5,54,608	2.41	1.10	1.98	2,15,442	2.45
Burma	3,41,204	1.84	0.72	1.21	67,339	0.95
Eastern Bengal	1,70,161	1.42	0.64	1.17	1,07,642	1.85
Jodhpur	1,09,210	1.73	0.85	1.71	20,489	0.98
Madras and Southern Mahratta	1,96,364	1.38	0.45	1.02	63,376	1.12
Nizam's State	58,731	2.17	0.65	1.15	16,087	1.33
Rohilkund and Kumaon	30,655	0.92	0.27	0.96	**	**
South Indian	1,98,576	1.15	0.36	0.85	74,955	0.75
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	41,565	1.08	0.39	1.02	49,216	2.37
Bombay, Baroda and Central India	2,815	0.54	0.11	0.35	22,906	7.02
Eastern Bengal	801	0.70	0.12	0.67	1,620	1.51
Great Indian Peninsula	269	0.04	0.01	0.06	3,614	1.18
North Western	44,804	2.61	0.64	0.71	26,935	3.32
South Indian	3,193	1.29	0.31	0.84	3,654	2.01

** Included in Workshop Repairs

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund

Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK.

RUNNING REPAIRS— [C. II-1 (a)]		COACHING VEHICLES—(b) WORKSHOP REPAIRS— [C. II-1 (b)]				GOODS VEHICLES—(a) RUNNING REPAIRS— [C. II-3 (a)]				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G. 109	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under ab- stracts A to G. 113	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 117	
108		110	111	112		114	115	116		118
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
0.36	0.52	15,88,380	17.8	1.93	2.79	11,93,791	3.93	1.45	2.10	B. N.
0.69	0.72	14,41,633	21.6	3.65	3.84	4,67,972	4.14	1.19	1.25	B. B. & C. I.
0.34	0.49	11,73,010	13.6	2.60	3.79	2,00,349	2.55	0.44	0.64	E. B.
0.32	0.51	33,96,377	11.8	1.82	2.88	19,52,643	3.05	1.05	1.66	E. I.
0.37	0.47	24,52,139	13.2	2.11	2.68	11,73,393	3.95	1.01	1.28	G. I. P.
0.35	0.55	8,40,474	14.7	2.07	3.24	1,36,573	1.33	0.34	0.53	M. & S. M.
0.30	0.47	1,81,471	13.1	1.66	2.59	41,529	1.33	0.38	0.59	N. S.
0.28	0.35	26,07,117	10.2	1.82	2.29	10,68,802	3.05	0.75	0.94	N. W.
0.18	0.39	2,49,266	8.02	1.11	2.45	27,633	1.00	0.12	0.27	S. I.
										3' 3 1/2" GAUGE.
0.16	0.28	4,35,782	9.73	1.79	3.12	67,037	1.22	0.27	0.48	A. B.
**	**	*6,60,365	*7.47	*1.20	*3.95	**	**	**	**	B. & N. W.
0.43	0.77	9,63,061	11.0	1.91	3.44	2,25,366	1.59	0.45	0.80	B. B. & C. I.
0.14	0.24	3,65,126	5.12	0.77	1.29	1,63,516	1.43	0.34	0.58	Burma.
0.41	0.74	7,26,188	12.5	2.73	4.98	94,061	1.52	0.35	0.64	E. B.
0.16	0.32	1,97,891	9.48	1.54	3.08	24,821	0.59	0.19	0.39	Jodhpur.
0.14	0.33	5,04,843	8.91	1.15	2.63	75,611	0.89	0.17	0.40	M. & S. M.
0.18	0.32	1,46,897	12.1	1.62	2.87	26,425	1.77	0.29	0.52	N. S.
**	**	†1,26,816	†8.69	†1.14	†4.01	**	**	**	**	R. & K.
0.13	0.32	5,74,435	5.77	1.03	2.46	34,780	0.47	0.06	0.15	S. I.
										2' 6" & 2' 0" GAUGES.
0.46	1.20	1,92,668	9.29	1.79	4.72	42,913	2.42	0.40	1.05	B. N.
0.91	2.88	1,082	0.33	0.04	0.14	29,379	15.4	1.16	3.69	B. B. & C. I.
0.24	1.36	3,138	2.92	0.45	2.63	540	7.75	0.08	0.45	E. B.
0.11	0.78	7,816	2.55	0.24	1.68	13,288	4.32	0.41	2.86	G. I. P.
0.39	0.43	1,82,552	22.5	2.62	2.91	42,869	4.74	0.62	0.68	N. W.
0.35	0.97	1,833	1.01	0.18	0.49	618	0.94	0.06	0.16	S. I.

* Includes Running Repairs and Renewals.

† Includes Running Repairs.

30.--Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II.-3 (b)].				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abs- tracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.
	119	120	121	122	123	124	125
5'6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	31,69,273	10·4	3·84	5·57	1,70,316	0·43	0·21
Bombay, Baroda and Central India	9,80,972	8·67	2·49	2·62	1,26,558	0·70	0·32
Eastern Bengal	5,94,888	7·58	1·32	1·92	60,876	0·36	0·13
East Indian	30,57,928	4·77	1·64	2·59	3,52,946	0·38	0·18
Great Indian Peninsula	11,90,781	4·00	1·02	1·30	2,70,640	0·56	0·23
Madras and Southern Mahratta	5,67,266	5·54	1·39	2·18	1,42,568	0·89	0·35
Nizam's State	2,27,418	7·31	2·08	3·25	9,245	0·21	0·09
North Western	22,86,597	6·52	1·60	2·01	5,97,405	0·99	0·42
South Indian	99,213	3·43	0·44	0·98	2,904	0·05	0·01
3'3½" GAUGE.							
Assam-Bengal	3,18,721	5·81	1·31	2·28	11,154	0·11	0·05
Bengal and North Western	*4,79,458	*3·89	*0·87	*2·87	25,195	0·12	0·04
Bombay, Baroda and Central India	4,05,542	2·86	0·80	1·45	1,35,377	0·59	0·27
Burma	6,63,720	5·81	1·40	2·34	63,227	0·34	0·13
Eastern Bengal	2,30,124	3·71	0·87	1·58	26,184	0·22	0·10
Jodhpur	1,25,214	2·97	0·98	1·95	6,230	0·09	0·05
Madras and Southern Mahratta	2,72,373	3·20	0·62	1·42	46,703	0·33	0·11
Nizam's State	1,01,091	6·77	1·11	1·98	6,158	0·23	0·07
Robilkund and Kumaon	174,402	‡4·06	‡0·67	‡2·35	5,774	0·17	0·05
South Indian	2,94,538	4·02	0·53	1·26	87,036	0·50	0·16
2'6" AND 2'0" GAUGES							
Bengal-Nagpur	90,302	5·09	0·84	2·21	1,678	0·04	0·01
Bombay, Baroda and Central India	27	0·01	0·00	0·00	..	..	..
Eastern Bengal	96	1·38	0·01	0·08	22	0·02	0·00
Great Indian Peninsula	13,893	4·52	0·43	2·99	60	0·01	0·00
North Western	71,030	7·86	1·02	1·13	5,613	0·33	0·08
South Indian	538	0·82	0·05	0·14	83	0·03	0·01

* Includes Running Repairs and Renewals. ‡ Includes Running Repairs.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—contd.

(C. II-5)		TOTAL DINARY REPAIRS AND MAINTENANCE—(C-II).			Railway.
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
127	128	129	130	131	132
	Rs.	Rs.	As.		5' 6" GAUGE
0.30	65,08,131	16.6	7.80	11.4	B. N.
0.34	32,02,732	17.8	8.12	8.54	B. B. & C. I.
0.19	21,81,406	13.2	4.83	7.04	E. B.
0.30	95,36,541	10.3	5.10	8.08	E. I.
0.29	57,25,393	11.8	4.92	6.24	G. I. P.
0.55	19,32,824	12.1	4.75	7.45	M. & S. M.
0.14	5,13,036	11.4	4.69	7.34	N. S.
0.52	72,52,527	11.9	5.07	6.36	N. W.
0.03	4,23,509	6.99	1.88	4.17	S. I.
					3' 3½" GAUGE.
0.08	8,72,801	8.76	3.59	6.25	A. B.
0.15	11,65,587	5.51	2.11	6.97	B. & N. W.
0.48	19,54,953	8.51	3.88	6.98	B. B. & C. I.
0.22	13,26,101	7.15	2.79	4.68	Burma.
0.18	11,95,448	9.95	4.50	8.19	E. B.
0.10	3,82,742	6.07	2.98	5.97	Jodhpur.
0.24	9,82,307	6.93	2.23	5.12	M. & S. M.
0.12	3,02,988	11.2	3.34	5.93	N. S.
0.19	2,07,030	6.29	1.86	6.55	R. & K.
0.37	10,76,651	6.23	1.93	4.61	S. I.
					2' 6" & 2' 0" GAUGES.
0.04	3,87,800	10.1	3.60	9.49	B. N.
..	88,835	17.2	3.51	11.2	B. B. & C. I.
0.02	5,416	4.74	0.78	4.54	E. B.
0.01	40,100	6.33	1.23	8.63	G. I. P.
0.09	3,72,697	21.6	5.36	5.93	N. W.
0.02	6,726	2.72	0.65	1.78	S. I.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	TOTAL OPERATING EXPENSES—(C.-III).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percent- age of total working expenses under abstract- A to G. 137
133	134	135	136	137
5' 6" GAUGE.	Rs.	Rs.	As.	
Bengal-Nagpur	6,08,480	1.55	0.74	1.07
Bombay, Baroda and Central India	4,59,862	2.55	1.17	1.23
Eastern Bengal	3,95,821	2.40	0.88	1.28
East Indian	15,54,077	1.68	0.83	1.32
Great Indian Peninsula	14,28,412	2.96	1.23	1.56
Madras and Southern Mahratta	2,93,869	1.84	0.72	1.13
Nizam's State	82,157	1.82	0.75	1.18
North Western	26,48,851	4.36	1.85	2.33
South Indian	1,81,563	2.99	0.81	1.79
3' 3½" GAUGE.				
Assam-Bengal	1,30,320	1.31	0.54	0.93
Bengal and North-Western	1,17,743	0.56	0.26	0.72
Bombay, Baroda and Central India	3,75,058	1.63	0.74	1.33
Burma	1,90,165	1.02	0.40	0.67
Eastern Bengal	1,68,488	1.40	0.63	1.16
Jodhpur	55,261	0.88	0.43	0.86
Madras and Southern Mahratta	1,42,594	1.01	0.33	0.74
Nizam's State	50,678	1.87	0.56	0.99
Rohilkund and Kumaon	43,462	1.32	0.39	1.37
South Indian	3,32,595	1.92	0.59	1.42
2' 6" AND 2' 0" GAUGES.				
Bengal-Nagpur	74,599	1.94	0.69	1.82
Bombay, Baroda and Central India	16,780	3.25	0.67	2.11
Eastern Bengal	3,150	2.75	0.46	2.64
Great Indian Peninsula	10,548	1.67	0.33	2.27
North Western	1,54,951	9.00	2.23	2.47
South Indian	9,038	3.65	0.87	2.39

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings
Replacement and Renewal Works

AND WAGON STOCK—*concd.*

TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK.—(TOTAL ABSTRACT C.)*					Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 141		142
138	139	140			
Rs.	Rs.	As.			5' 6" GAUGE.
77,46,006	19·7	9·39	13·6		B. N.
39,78,156	22·1	10·1	10·6		B. B. & C. I.
29,39,543	17·8	6·51	9·49		E. B.
1,24,46,426	13·4	6·66	10·6		E. I.
81,49,020	16·9	7·00	8·88		G. I. P.
25,57,675	16·0	6·29	9·87		M. & S. M.
6,77,820	15·1	6·20	9·70		N. S.
1,11,51,411	18·4	7·79	9·79		N. W.
6,82,435	11·3	3·03	6·72		S. I.
					3' 3½" GAUGE.
11,32,179	11·4	4·66	8·10		A. B.
†14,02,712	6·63	2·59	8·40		B. & N. W.
28,84,619	12·5	5·72	10·3		B. B. & C. I.
18,57,530	10·0	3·91	6·56		Burma.
15,34,097	12·8	5·77	10·5		E. B.
5,47,213	8·68	4·26	8·54		Jodhpur.
13,21,265	9·31	3·01	6·88		M. & S. M.
4,12,397	15·2	4·55	8·07		N. S.
‡2,81,147	8·54	2·52	8·88		R. & K.
16,07,822	9·30	2·88	6·88		S. I.
					2' 6" & 2' 0" GAUGES.
5,03,964	13·1	4·68	12·3		B. N.
1,08,430	21·0	4·20	13·6		B. B. & C. I.
9,367	8·19	1·36	7·85		E. B.
50,917	8·04	1·57	11·0		G. I. P.
5,72,452	33·2	8·23	9·11		N. W.
18,957	7·66	1·83	5·01		S. I.

*Excluding Depreciation or Replacement and Renewals as the case may be.

† Excludes credits received for working the Link Rs. 44,401 but includes Replacement and Renewals taken in the respective preceding detailed head.

‡ Exclusive of value of stores returned to stock Rs. 40.

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30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C (a)—MAINTENANCE

Railway.	GENERAL ADMINISTRATION—C (a) 1.				SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINES—ORDINARY REPAIRS AND MAINTENANCE [C (a) II 1 AND 2].				MULTIPLE UNIT STOCK [C (a) II 3 (i) + 4 (a) i].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 147	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 151	Total amount.	Per 1,000 vehicle miles.
143	144	145	146		148	149	140		152	153
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	3,06,413	1.57	0.58	0.82	61,296	4.09	0.47	0.17	82,323	5.49
Great Indian Peninsula .	4,83,434	6.72	1.46	0.53	5,14,203	7.16	1.54	0.55	1,87,907	14.8
3' 3½" GAUGE.										
South Indian	54,685	8.85	1.05	0.23	42,764	6.92	0.82	0.18	37,644	16.3

TABLE C (a)—MAINTENANCE

Railway.	ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS --[C (a) II 3 (b) ii + 4 (b) ii].				EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C (a) II 5—9].				TOTAL—ORDINARY AND MAINTENANCE [C (a)]	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
165	166	167	168	169	170	171	172	173	174	175
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,13,717	4.24	1.41	1.90	8,61,639	4.42
Great Indian Peninsula .	2,60,848	4.40	1.94	0.29	1,16,727	1.62	0.35	0.12	17,92,420	24.9
3' 3½" GAUGE.										
South Indian	1,029	0.66	0.26	0.00	6,011	0.98	0.12	0.03	94,690	15.3

TABLE C (a)—MAINTENANCE

Railway.	OIL, WASTE AND OTHER STORES. [C (a) III 4].				TOTAL OPERATING EXPENSES. [C (a) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
187	188	189	190	191	192	193	194	195
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	14,532	0.97	0.11	0.04	18,42,611	9.45	3.52	4.91
Great Indian Peninsula .	81,466	2.94	0.54	0.09	50,82,578	70.7	15.3	5.54
3' 3½" GAUGE.								
South Indian	8,160	1.32	0.16	0.04	2,67,990	43.4	5.15	1.15

NOTE.—The figures shown against the B. B. and C. I. Railway are only approximates as the original

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

NANCE OF ELECTRIC SERVICE.

—RUNNING REPAIRS.		MULTIPLE UNIT STOCK—WORKSHOP REPAIRS— [C(a) II 3 (b) i + 4 (b) i].				ELECTRIC LOCOMOTIVES—RUNNING REPAIRS —[C (a) II 3(a) ii + 4 (a) ii].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
154	155	156	157	158	159	160	161	162	163	164
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
0.64	0.22	..	..	..	..	4,303	0.29	0.03	0.01	B. B. & C. I.
0.95	0.21	4,37,552	34.5	2.20	0.48	2,75,183	4.65	2.06	0.30	G. I. P.
0.78	0.17	5,389	2.33	0.11	0.02	1,853	1.18	0.46	0.00	3' 3½" GAUGE.
										S. I.

OF ELECTRIC SERVICE—contd.

REPAIRS NANCE. II].		RUNNING STAFF—OPERATING EXPENSES. [C(a) III 1].				ELECTRIC CURRENT (FOR TRACTION PURPOSES ONLY). [C(a) III 2].				Railway
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
176	177	178	179	180	181	182	183	184	185	186
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
1.64	2.30	4,12,771	27.5	3.18	1.10	10,81,509	72.2	8.33	2.88	B. B. & C. I.
5.39	1.95	16,51,506	48.1	10.6	1.80	32,54,331	91.8	18.7	3.54	G. I. P.
1.82	0.40	49,061	7.95	0.95	0.21	1,83,487	29.7	3.52	0.78	3' 3½" GAUGE.
										S. I.

OF ELECTRIC SERVICE—concl.

TOTAL MAINTENANCE OF ELECTRIC SERVICE [TOTAL ABSTRACT C(a)].*					Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.		
196	197	198	199	200	
Rs.	Rs.	As.		5' 6" GAUGE.	
30,10,663	15.4	5.74	8.03	B. B. & C. I.	
73,58,432	102.4	22.2	8.02	G. I. P.	
4,17,365	67.6	8.02	1.78	3' 3½" GAUGE.	
				S. I.	

Figures furnished by this Railway have been recast on the lines of the G. I. P. Railway Statement.
* Excluding Depreciation or Replacements and Renewals as the case may be.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES			
	GENERAL ADMINISTRATION—(E. I.)			STATION
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.
201	202	203	204	205
5' 6" GAUGE.	Rs.	As.		Rs.
Bengal-Nagpur	13,28,864	1·61	2·33	45,69,732
Bombay, Baroda and Central India	8,05,848	2·04	2·15	40,73,706
Eastern Bengal	7,35,073	1·63	2·37	31,35,642
East Indian	25,74,942	1·38	2·18	1,09,85,974
Great Indian Peninsula	16,57,889	1·22	1·81	67,20,119
Madras and Southern Mahratta	4,10,796	1·01	1·58	21,37,010
Nizam's State	1,32,208	1·21	1·89	4,68,099
North Western	20,59,708	1·44	1·81	1,15,63,696
South Indian	1,73,625	0·77	1·71	6,50,767
3' 3½" GAUGE.				
Assam-Bengal	3,58,217	1·47	2·57	11,55,719
Bengal and North Western	5,06,179	0·92	3·03	15,49,898
Bombay, Baroda and Central India	5,16,653	1·03	1·85	22,85,917
Burma	6,49,070	1·37	2·29	22,48,946
Eastern Bengal	3,93,925	1·48	2·70	13,29,651
Jodhpur	1,30,869	1·02	2·04	3,40,767
Madras and Southern Mahratta	3,60,745	0·82	1·88	18,00,452
Nizam's State	95,731	1·06	1·87	4,27,614
Rohilkund and Kumaon	91,611	0·83	2·89	2,86,084
South Indian	4,17,666	0·69	1·79	18,06,028
2' 6" & 2' 0" GAUGES.				
Bengal-Nagpur	66,124	0·61	1·61	3,62,325
Bombay, Baroda and Central India	5,756	0·23	0·72	53,570
Eastern Bengal	2,550	0·37	2·14	16,093
Great Indian Peninsula . . . . .	..	..	..	43,538
North Western	1,07,785	1·55	1·72	4,24,614
South Indian	15,056	1·45	3·98	23,956

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
OF TRAFFIC DEPARTMENT.

STAFF—E. III. 1 (b).		TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (c & d).			Railway.
Per train mile. 206	Percentage of total working ex- penses under ab- stracts A to G. 207	Total amount. 208	Per train mile. 209	Percentage of total working ex- penses under ab- stracts A to G. 210	
As.		Rs	As.		5' 6" GAUGE.
5.54	8.03	13,49,211	1.63	2.37	B. N.
10.3	10.9	6,10,870	1.54	1.63	B. B. & C. I.
6.94	10.1	6,44,255	1.43	2.08	E. B.
5.88	9.31	29,28,651	1.57	2.48	E. I.
4.94	7.32	16,12,420	1.18	1.76	G. I. P.
5.25	8.24	4,42,106	1.09	1.70	M & S. M.
4.28	6.69	1,15,713	1.06	1.65	N. S.
8.08	10.1	20,01,284	1.40	1.76	N. W.
2.88	6.41	2,06,118	0.92	2.03	S. I.
					3' 3½" GAUGE.
4.75	8.28	2,36,678	0.98	1.70	A. B.
2.82	9.27	4,10,071	0.75	2.45	B. & N. W.
4.54	8.16	5,77,281	1.14	2.05	B. B. & C. I.
4.73	7.94	4,95,752	1.06	1.75	Burma.
5.00	9.11	3,33,065	1.25	2.28	E. F.
2.65	5.32	94,523	0.74	1.47	Jodhpur.
4.10	9.38	4,56,287	1.03	2.37	M. & S. M.
4.72	8.37	92,852	1.02	1.82	N. S.
2.57	9.04	‡63,307	‡0.57	‡2.00	R. & K.
2.97	7.73	4,89,577	0.81	2.09	S. I.
					2' 6" & 2' 0" GAUGE.
3.37	8.87	1,30,213	1.21	3.19	B. N.
2.12	6.74	10,495	0.41	1.32	B. B. & C. I.
2.33	13.5	395	0.06	0.34	E. B.
1.34	9.37	11,189	0.34	2.41	G. I. P.
6.10	6.76	1,17,228	1.69	1.87	N. W.
2.31	6.34	9,978	0.97	2.64	S. I.

‡Includes Travelling Ticket Examining Staff.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES OF					
	OTHER STAFF.—E. III. 1 (a & c).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount	Per train mile.	Percentage of total working expenses under abstracts A to G.
212	213	214	215	216	217	218
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,99,540	0·48	0·70	5,62,728	0·68	0·99
Bombay, Baroda and Central India	3,95,299	1·00	1·06	1,87,743	0·48	0·50
Eastern Bengal	3,76,258	0·83	1·22	3,28,723	0·73	1·06
East Indian	12,29,098	0·66	1·04	16,63,664	0·89	1·41
Great Indian Peninsula	8,36,317	0·61	0·91	10,73,041	0·79	1·17
Madras and Southern Mahratta	1,49,574	0·37	0·58	3,68,126	0·91	1·42
Nizam's State	39,579	0·36	0·57	53,287	0·49	0·76
North Western	5,73,314	0·40	0·50	‡22,67,802	1·58	1·99
South Indian	1,00,647	0·44	0·99	1,44,155	0·64	1·43
3' 3½" GAUGE.						
Assam-Bengal	1,41,555	0·59	1·03	1,98,926	0·82	1·42
Bengal and North-Western . . . . .	..	..	..	3,52,637	0·64	2·11
Bombay, Baroda and Central India	3,57,825	0·71	1·27	1,25,731	0·25	0·45
Burma	2,51,321	0·53	0·89	2,81,892	0·59	0·99
Eastern Bengal	2,01,569	0·76	1·38	1,48,007	0·56	1·02
Jodhpur	36,822	0·28	0·58	1,32,659	1·03	2·07
Madras and Southern Mahratta	1,31,253	0·30	0·69	2,61,992	0·60	1·36
Nizam's State	31,271	0·34	0·61	49,116	0·54	0·96
Rohilkund and Kumaon	*14,432	*0·13	*0·46	68,831	0·62	2·18
South Indian	2,35,538	0·39	1·01	4,16,208	0·68	1·78
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	22,673	0·21	0·55	62,436	0·58	1·53
Bombay, Baroda and Central India	2,865	0·11	0·36	2,121	0·08	0·27
Eastern Bengal	1,114	0·16	0·93	3	0·00	0·00
Great Indian Peninsula	2,876	0·10	0·62	3,810	0·12	0·81
North Western	32,181	0·46	0·51	‡91,125	1·31	1·45
South Indian	12,746	1·23	3·37	1,754	0·17	0·47

* Does not include Travelling ticket Examining Staff.

‡ Includes Rs. 11,50,976 on account of lighting charges

‡ do. Rs. 28,696 do.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TRAFFIC DEPARTMENT—contd.

CLOTHING—(E.-III-4.)			STATIONERY FORMS AND TICKETS—(E.-III-5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
219	220	221	222	223	224	225	226	227	228
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGES.
93,888	0·11	0·16	1,63,992	0·20	0·29	21,123	0·02	0·04	B. N.
43,676	0·11	0·12	1,60,613	0·41	0·43	19,401	0·05	0·05	B. B. & C. I.
30,509	0·07	0·10	1,66,104	0·37	0·54	23,725	0·05	0·08	E. B.
3,04,542	0·16	0·26	4,45,724	0·24	0·38	59,418	0·03	0·05	E. I.
71,365	0·05	0·08	2,52,390	0·19	0·28	46,817	0·03	0·05	G. I. P.
28,975	0·07	0·11	99,406	0·24	0·36	9,512	0·02	0·04	M. & S. M.
12,243	0·11	0·17	38,001	0·35	0·54	4,471	0·04	0·06	N. S.
2,72,964	0·19	0·24	5,11,535	0·36	0·45	75,382	0·05	0·07	N. W.
6,651	0·03	0·07	92,287	0·41	0·91	2,900	0·01	0·03	S. I.
7,759	0·03	0·06	63,890	0·26	0·46	5,016	0·02	0·04	3' 3½" GAUGES.
50,020	0·09	0·30	1,07,976	0·20	0·65	10,061	0·00	0·06	A. B.
26,028	0·05	0·09	1,01,272	0·20	0·36	14,487	0·03	0·05	B. & N. W.
24,328	0·05	0·09	1,07,060	0·22	0·38	8,336	0·02	0·03	B. B. & C. I.
16,349	0·06	0·11	89,010	0·34	0·61	13,435	0·05	0·09	Burma.
9,098	0·07	0·14	35,824	0·28	0·56	2,967	0·02	0·05	E. B.
23,216	0·05	0·12	1,20,622	0·27	0·63	10,454	0·02	0·05	Jodhpur
9,772	0·11	0·19	25,165	0·28	0·49	4,572	0·05	0·09	M. & S. M.
12,422	0·11	0·39	28,703	0·26	0·90	948	0·01	0·03	N. S.
22,434	0·04	0·10	1,68,826	0·28	0·72	7,151	0·01	0·03	R. & K.
7,242	0·07	0·18	4,207	0·04	0·10	..	..	..	S. I.
698	0·03	0·09	6,658	0·26	0·84	20	0·00	0·00	2' 6" & 2' 0" GAUGES.
106	0·02	0·09	577	0·08	0·48	7	0·00	0·01	B. N.
454	0·01	0·10	110	0·00	0·02	..	..	..	B. B. & C. I.
10,798	0·16	0·17	24,386	0·35	0·39	3,627	0·05	0·06	E. B.
641	0·06	0·17	4,284	0·41	1·13	..	..	..	G. I. P.
									N. W.
									S. I.

in trains, booked in accounts against C-III.
do. do.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—concl'd.

Railway.	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)*		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
229	230	231	232	233	234	235
5' 6' GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	85,97,027	10·4	15·1	99,81,398	12·1	17·5
Bombay, Baroda and Central India	59,95,710	15·2	16·0	69,50,603	17·6	18·5
Eastern Bengal	48,43,651	10·7	15·6	56,41,775	12·5	18·2
East Indian	2,02,27,207	10·8	17·1	2,31,12,212	12·4	19·6
Great Indian Peninsula	1,15,22,034	8·46	12·6	1,33,21,449	9·78	14·5
Madras and Southern Mahratta	34,41,979	8·46	13·3	38,94,184	9·57	15·0
Nizam's State	9,15,816	8·38	13·1	10,50,583	9·61	15·0
North Western	1,55,28,537	10·9	13·6	1,77,91,463	12·4	15·6
South Indian	11,04,106	4·89	10·9	12,86,516	5·70	12·7
3' 3½' GAUGE.						
Assam-Bengal	20,59,351	8·47	14·8	24,26,803	9·98	17·4
Bengal and North-Western	28,00,249	4·72	16·7	53,06,428	5·64	19·8
Bombay, Baroda and Central India	36,94,476	7·33	13·2	42,56,931	8·45	15·2
Burma	36,83,794	7·75	13·0	43,64,555	9·19	15·4
Eastern Bengal	21,97,171	8·27	15·1	26,20,874	9·86	18·0
Jodhpur	8,31,305	6·47	13·0	9,84,899	7·67	15·4
Madras and Southern Mahratta	28,76,513	6·54	15·0	32,58,942	7·41	17·0
Nizam's State	7,06,880	7·80	13·8	8,06,474	8·90	15·8
Rohilkund and Kumaon	3,84,144	3·46	12·1	4,83,224	4·39	15·4
South Indian	32,08,825	5·28	13·7	36,43,750	6·00	15·6
2' 6" AND 2' 0" GAUGES						
Bengal Nagpur	6,38,199	5·93	15·6	7,08,159	6·58	17·3
Bombay, Baroda and Central India	1,17,719	4·65	14·8	1,30,446	5·16	16·4
Eastern Bengal	18,713	2·72	15·7	21,473	3·11	18·0
Great India Peninsula	67,643	2·08	14·6	67,911	2·09	14·6
North Western	6,87,112	9·88	10·9	8,04,220	11·6	12·8
South Indian	53,490	5·17	14·2	68,913	6·66	18·2

* Excluding Depreciation or Replacement and Renewals as the case may be.

† Exclusive of value of stores returned to stock Rs. 1,113.

‡ Excludes credits received for working the Link Rs. 59,201, but includes Replacement and Renewals taken under the respective preceding heads.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
Replacement and Renewal Works

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

GENERAL ADMINISTRATION, HOME EXPENDITURE—(F. I. 1 to 4.)			AGENT'S OFFICE—[F. I. 5 (a)]			ACCOUNTS AND AUDIT DEPARTMENT—[F. I. 5 (b)]			STORES DEPARTMENT—[F. I. 5 (c)]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
236	237	238	239	240	241	242	243	244	245	246	247	248
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
3,08,931	0·37	0·54	4,39,944	0·53	0·77	10,94,678	1·33	1·93	5,93,243	0·72	1·04	5' 6" GAUGE.
1,92,118	0·49	0·51	3,20,137	0·81	0·85	7,32,834	1·86	1·95	4,43,718	1·12	1·18	B. N.
..	..	..	3,65,637	0·81	1·18	6,65,947	1·48	2·15	3,39,583	0·75	1·09	B. B. & C. I.
262	0·00	0·00	3,88,590	0·21	0·33	26,03,318	1·39	2·21	12,22,215	0·65	1·04	E. B.
..	..	..	3,04,299	0·22	0·33	17,48,336	1·28	1·90	7,13,083	0·52	0·78	E. I.
1,76,277	0·43	0·68	1,83,329	0·45	0·71	4,63,302	1·14	1·78	2,18,363	0·54	0·84	G. I. P.
91,865	0·84	1·31	1,55,544	1·42	2·22	1,87,233	1·71	2·68	87,931	0·80	1·20	M. & S. M.
†1,07,066	†0·08	†0·09	†10,35,888	†0·73	†0·91	†25,80,423	†1·80	†2·26	†9,65,694	†0·68	†0·85	N. S.
99,747	0·44	0·98	1,01,805	0·45	1·00	2,54,365	1·13	2·51	1,52,979	0·68	1·51	N. W.
												S. I.
1,74,263	0·72	1·25	1,39,434	0·57	1·00	2,76,500	1·14	1·98	1,13,345	0·47	0·81	3' 3½" GAUGE.
2,37,591	0·43	1·42	1,29,260	0·24	0·77	4,60,817	0·84	2·76	75,612	0·14	0·45	A. B.
2,43,800	0·48	0·87	2,39,190	0·47	0·85	5,47,224	1·09	1·95	3,02,250	0·60	1·08	B. & N. W.
..	..	..	3,31,251	0·70	1·17	4,27,315	0·90	1·51	1,63,756	0·34	0·58	B. B. & C. I.
..	..	..	1,86,933	0·70	1·28	3,40,468	1·28	2·34	87,375	0·33	0·60	Burma.
73,286	0·57	1·14	76,289	0·59	1·19	1,84,396	1·44	2·88	78,047	0·61	1·23	E. B.
2,12,743	0·48	1·11	1,38,747	0·32	0·72	3,17,740	0·72	1·65	1,37,398	0·31	0·72	Joashpur.
66,519	0·73	1·30	1,13,357	1·25	2·22	1,34,621	1·49	2·63	63,776	0·70	1·25	M. & S. M.
76,600	0·68	2·42	50,402	0·45	1·59	1,33,483	1·20	4·22	20,819	0·19	0·66	N. S.
2,33,023	0·38	1·00	1,91,342	0·32	0·82	5,06,913	0·81	2·17	3,03,476	0·50	1·30	R. & K.
												S. I.
1,02,420	0·95	2·51	15,696	0·15	0·38	44,560	0·41	1·09	20,894	0·19	0·51	2' 6" & 2' 0" GAUGES.
5,783	0·23	0·73	6,439	0·25	0·81	16,400	0·65	2·06	1,439	0·06	0·18	B. N.
..	..	..	1,375	0·20	1·15	2,505	0·37	2·10	564	0·08	0·47	B. B. & C. I.
..	..	..	..	..	..	..	..	..	..	..	..	E. B.
†1,005	†0·02	†0·03	†23,182	†0·33	†0·37	†42,417	†0·61	†0·67	†12,423	†0·18	†0·20	G. I. P.
8,454	0·81	2·24	1,089	0·11	0·29	4,252	0·41	1·12	3,349	0·32	0·89	N. W.
												S. I.

†Includes expenditure on a/c of leave allowances paid in England, booked in a/cs under the detailed head 'F. I. 4 (a) to (g)' Rs. 1,06,867.

‡Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/cs under the detailed head 'F. I. 4 (a) to (g)'.

5/CRAccts

30 — Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable o

Railway.	TABLE F.—EXPENSES OF								
	MEDICAL DEPARTMENT— [F. I. 5 (e)].			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g)].		
	Total amount.	Per train mile.	Percent- age of total working expens- es under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percent- age of total working expens- es under abstracts A to G.
	250	251	252	253	254	255	256	257	258
249									
5' 6" GAUGES.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	5,51,757	0·67	0·97	3,75,645	0·46	0·66	4,74,366	0·57	0·83
Bombay, Baroda and Central India	2,76,483	0·70	0·74	3,34,503	0·85	0·89	4,45,300	1·13	1·19
Eastern Bengal	3,05,876	0·68	0·99	1,50,133	0·33	0·48	3,24,471	0·72	1·05
East Indian	8,49,959	0·46	0·72	5,78,769	0·31	0·49	7,79,840	0·42	0·66
Great Indian Peninsula	5,98,222	0·44	0·65	11,43,544	0·84	1·25	4,27,769	0·32	0·47
Madras and Southern Mahratta	2,42,636	0·60	0·93	2,09,338	0·51	0·81	3,19,812	0·79	1·23
Nizam's State	91,381	0·84	1·31	53,132	0·49	0·76	89,922	0·82	1·29
North Western	*7,16,249	*0·50	*0·63	*8,49,062	*0·59	*0·75	*10,57,808	*0·74	*0·93
South Indian	81,493	0·36	0·80	58,954	0·26	0·58	94,901	0·42	0·94
3' 3½" GAUGES.									
Assam-Bengal	1,88,977	0·78	1·36	84,968	0·35	0·61	1,20,158	0·49	0·86
Bengal and North-Western	1,34,983	0·24	0·81	1,82,445	0·33	1·09	1,10,180	0·20	0·66
Bombay, Baroda and Central India	2,87,769	0·57	1·03	2,86,413	0·57	1·02	4,05,224	0·80	1·45
Burma	3,09,097	0·65	1·09	2,43,496	0·51	0·86	78,739	0·17	0·28
Eastern Bengal	1,03,503	0·39	0·71	61,155	0·23	0·42	54,821	0·21	0·38
Jodhpur	26,671	0·21	0·42	56,299	0·44	0·88	25,927	0·20	0·40
Madras and Southern Mahratta	1,68,976	0·38	0·88	1,70,681	0·39	0·89	2,08,598	0·48	1·09
Nizam's State	68,739	0·76	1·34	44,743	0·49	0·88	98,509	1·09	1·93
Rohilkund and Kumaon	28,466	0·26	0·90	31,584	0·28	0·99	34,120	0·31	1·08
South Indian	1,88,874	0·31	0·81	1,24,308	0·20	0·53	2,46,669	0·41	1·06
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	37,564	0·35	0·92	15,026	0·14	0·37	25,562	0·24	0·63
Bombay, Baroda and Central India	1,391	0·05	0·17	4,355	0·17	0·55	13,801	0·54	1·73
Eastern Bengal	279	0·04	0·23	11	0·00	0·01	96	0·02	0·08
Great Indian Peninsula . . . . .	..	..	..	..	..	..	..	..	..
North Western	*24,685	*0·35	*0·39	*22,654	*0·33	*0·36	*46,283	*0·67	*0·74
South Indian	3,133	0·31	0·83	1,754	0·17	0·46	9,448	0·91	2·50

* Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/c's under the detailed head 'F. I. 4 (a) to (g).

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund — which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
Replacement and Renewal Works

GENERAL DEPARTMENT—contd.

TOTAL GENERAL ADMINISTRATION— F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			TOTAL EXPENSES OF GENERAL DEPARTMENT (TOTAL ABSTRACT F).*			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
259	260	261	262	263	264	265	266	267	268
Rs.	As.		Rs.	As.		Rs.	As.		
39,96,089	4.84	7.02	6,23,969	0.76	1.10	46,20,058	5.60	8.12	5' 6" GAUGE.
28,55,181	7.24	7.61	14,350	0.04	0.04	28,69,531	7.28	7.65	B. N.
22,12,270	4.90	7.14	2,48,238	0.55	0.80	24,60,508	5.45	7.94	B. B. & C. I.
66,14,470	3.54	5.60	13,81,370	0.74	1.17	79,95,840	4.28	6.77	E. B.
51,61,950	3.79	5.63	9,45,785	0.70	1.03	61,07,735	4.49	6.66	E. I.
19,47,784	4.79	7.50	2,12,029	0.52	0.82	21,59,813	5.31	8.32	G. I. P.
7,74,180	7.08	11.1	64,543	0.59	0.92	8,38,723	7.67	12.0	M. & S. M.
75,77,492	5.30	6.65	7,77,121	0.64	0.68	83,54,613	5.84	7.33	N. S.
8,65,123	3.83	8.53	93,541	0.42	0.92	9,58,664	4.25	9.45	N. W.
									S. I.
11,29,814	4.65	8.10	76,562	0.32	0.55	12,06,376	4.97	8.65	3' 3½" GAUGE.
14,63,959	2.66	8.75	1,95,023	0.36	1.17	†16,58,982	3.02	9.92	A. B.
24,06,124	4.77	8.58	2,633	0.01	0.01	24,07,757	4.78	8.59	B. & N. W.
16,33,433	3.44	5.77	2,30,183	0.48	0.81	18,63,616	3.92	6.58	B. B. & C. I.
8,65,779	3.26	5.94	91,028	0.34	0.62	9,56,807	3.60	6.56	Burma
5,36,704	4.18	8.38	1,01,400	0.79	1.58	6,38,104	4.97	9.96	E. B.
14,33,019	3.26	7.47	2,88,448	0.65	1.50	17,21,467	3.91	8.97	Jo lhpur.
6,02,872	6.65	11.8	1,11,798	1.23	2.19	7,14,670	7.88	14.0	M. & S. M.
4,01,020	3.60	12.7	37,383	0.34	1.18	‡4,38,403	3.94	13.9	N. S.
18,57,366	3.06	7.95	2,21,434	0.36	0.95	20,78,800	3.42	8.90	R. & K.
									S. I.
2,67,303	2.48	6.55	49,504	0.46	1.21	3,16,807	2.94	7.76	2' 6" & 2' 0" GAUGES.
51,720	2.04	6.50	..	..	..	51,720	2.04	6.50	B. N.
5,062	0.74	4.24	1,044	0.15	0.87	6,106	0.89	5.11	B. B. & C. I.
2,838	0.09	0.61	3,866	0.12	0.83	6,704	0.21	1.44	E. B.
1,78,069	2.56	2.84	81,666	1.17	1.30	2,59,735	3.73	4.14	G. I. P.
32,767	3.17	8.67	5,292	0.51	1.40	38,059	3.68	10.1	N. W.
									S. I.

*Excluding Depreciation on or Replacement and Renewals as the case may be.

†Excludes credits received for working the Link Rs. 39,467, but includes Replacement and Renewals taken under the preceding detailed heads.

‡Exclusive of value of stores returned to stock Rs. 8.
HICR/Ascts

30.—Analysis of operating expenses of Class I Railways for the year 1935-36—contd.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings. Replacement and Renewal Works

TABLE G.—MISCELLANEOUS EXPENSES.

Railway.	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.).*		
	Total amount	Per- train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
269	270	271	272	273	274	275
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal Nagpur	40,73,564	4.94	7.16	46,28,743	5.61	8.14
Bombay, Baroda and Central India	26,59,820	6.75	7.09	26,92,121	6.83	7.18
Eastern Bengal	21,41,136	4.74	6.91	23,35,179	5.17	7.54
East Indian	81,85,323	4.38	6.94	89,50,396	4.79	7.58
Great Indian Peninsula	55,18,589	4.05	6.01	57,49,156	4.22	6.26
Madras and Southern Mahratta	16,72,305	4.11	6.44	†19,33,195	4.75	7.45
Nizam's State	5,48,202	5.02	7.84	5,66,814	5.19	8.10
North Western	58,23,603	4.07	5.11	63,06,651	4.41	5.53
South Indian	6,75,336	2.99	6.65	7,71,204	3.42	7.60
3' 3½" GAUGE.						
Assam-Bengal	7,81,064	3.21	5.60	8,31,583	3.42	5.96
Bengal and North-Western	6,59,016	0.07	3.93	‡7,19,658	0.08	4.29
Bombay, Baroda and Central India	17,34,147	3.44	6.19	17,58,426	3.49	6.28
Burma	17,39,904	3.66	6.14	17,43,200	3.67	6.15
Eastern Bengal	9,83,305	3.70	6.74	10,76,966	4.05	7.38
Jodhpur	2,60,434	2.03	4.06	6,57,736	5.12	10.3
Madras and Southern Mahratta	9,38,846	2.14	4.89	†11,16,734	2.54	5.82
Nizam's State	4,01,444	4.43	7.85	4,14,613	4.57	8.11
Rohilkund and Kumaon	80,118	0.72	2.53	‡80,118	0.72	2.53
South Indian	16,77,599	2.76	7.18	19,85,024	3.27	8.49
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1,43,873	1.34	3.52	1,49,700	1.39	3.66
Bombay, Baroda and Central India	19,360	0.77	2.43	19,360	0.77	2.43
Eastern Bengal	4,948	0.72	4.14	4,954	0.72	4.15
Great Indian Peninsula	7,376	0.23	1.59	7,376	0.23	1.59
North Western	1,81,858	2.61	2.89	1,88,073	2.70	2.99
South Indian	8,346	0.81	2.21	8,089	0.87	2.18

* Excluding Depreciation or Replacement and Renewals as the case may be.

† Excludes Provident Fund Bonus and Gratuity figures taken under heads A I and A II of Table A. (B. G. Rs. 1,64,858 M. G. Rs. 1,63,809).

‡ Excludes credits received for working the Link Rs. 49,334 but includes Replacement and Renewals.

† Excludes of value of stores returned to stock Rs. 202.

30.—Analysis of operating expenses of Class I Railways for the year 1935-36 - conclud.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings. Replacement and Renewal Works

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
276	277	278	279	280	281	282	283	284	285
5' 6" GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,37,88,331	24·2	1,91,08,988	33·6	1,84,89,448	32·5	55,08,080	9·68	5,68,94,847
Bombay, Baroda and Central India	87,26,981	23·2	96,33,995	25·7	1,45,50,978	38·8	46,04,960	12·3	3,75,16,923
Eastern Bengal	72,40,534	23·4	88,50,470	28·6	92,72,806	29·9	56,18,462	18·1	3,09,82,272
East Indian	2,54,21,884	21·5	2,99,69,078	25·4	3,86,22,210	32·7	2,40,16,214	20·4	11,80,31,386
Great Indian Peninsula	1,81,25,359	19·8	2,14,66,912	23·4	3,19,89,204	34·8	2,02,08,809	22·0	9,17,90,284
Madras and Southern Mahratta	58,94,914	22·7	70,13,698	27·0	92,62,001	35·7	37,76,726	14·6	2,59,47,339
Nizam's State	20,24,842	28·9	19,36,471	27·7	20,71,564	29·6	9,63,442	13·8	69,96,319
North Western	2,25,13,666	19·7	2,79,99,294	24·6	4,05,43,325	35·6	2,28,93,564	20·1	11,39,49,849
South Indian	21,37,751	24·0	23,15,369	22·8	42,15,499	41·5	11,82,212	11·7	1,01,50,831
3' 3½" GAUGE.									
Assam Bengal	34,90,944	25·0	41,85,355	30·0	42,50,228	30·5	20,27,376	14·5	1,39,53,903
Bengal and North Western	39,15,554	22·9	70,01,312	40·9	62,01,588	36·2	†(d)	..	*1,71,18,454
Bombay, Baroda and Central India	72,69,725	25·9	77,29,096	27·6	96,67,965	34·5	33,50,459	12·0	2,80,17,245
Burma	66,36,884	23·4	68,17,093	24·1	60,44,343	31·9	58,37,819	20·6	2,83,36,139
Eastern Bengal	31,71,029	21·7	39,38,019	27·0	45,92,368	31·5	28,86,428	19·8	1,45,87,874
Jodhpur	13,50,015	21·0	16,06,145	25·1	24,41,398	38·1	10,11,903	15·8	64,09,521
Madras and Southern Mahratta	42,48,675	22·1	53,83,298	28·1	73,08,237	38·0	22,59,610	11·8	1,91,99,820
Nizam's State	15,51,017	30·4	15,42,130	30·2	14,97,937	29·3	5,16,791	10·1	51,11,875
Rohilkund and Kumaon.	7,94,759	25·1	9,82,723	31·1	10,47,090	33·1	3,40,963	10·7	† 31,65,535
South Indian	53,90,591	25·2	53,89,556	23·1	91,17,541	39·0	29,70,035	12·7	2,33,67,723
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	8,52,972	20·9	15,40,590	37·7	13,60,008	33·3	3,31,985	8·13	40,85,755
Bombay, Baroda and Central India	1,10,812	15·1	3,63,446	45·7	2,95,077	37·1	17,020	2·14	7,95,355
Eastern Bengal	18,901	15·8	33,103	27·7	55,520	46·5	11,869	9·94	1,19,393
Great Indian Peninsula	30,886	6·65	2,20,884	47·5	2,13,000	45·8	..	..	4,64,770
North Western	9,70,477	15·4	17,15,556	27·3	20,15,434	32·1	15,80,377	25·2	62,81,774
South Indian	1,17,982	31·2	94,452	25·0	1,42,163	37·6	23,283	6·16	3,77,882

* Excludes credits received for working the link Rs. 3,94,873.

† Exclusive of value of stores returned to stock Rs. 2,199.

‡ Included in the preceding Heads:—

§ Excludes Rs. 4,87,160, the expenses of Mormugao Harbour.

State Share Rs. 9,14,166

Company's Share Rs. 8,65,294

(a) Excludes. (b) Includes Rs. 1,09,775 detailed below—

(i) P. F. Bonus and gratuity taken under 'A-II', but booked in a/cs under 'G. I.' $\left\{ \begin{array}{l} \text{B. G. 56,325} \\ \text{M. G. 56,211} \end{array} \right\} = 1,12,536$

(ii) 'Furniture and Sundries' taken under 'A-I.' but booked in a/cs under 'A. II' $\left\{ \begin{array}{l} \text{B. G. 1,836} \\ \text{M. G. 925} \end{array} \right\} = 2,761$

Total 1,19,775

(c) Includes Rs. 1,53,068 (B. G. Rs. 1,42,149 and N. G. Rs. 10,939), on a/c of 'Non-wasting assets' accounted for under 'Replacements and Renewals' in abstr. 'A' of C & R A/cs.

(d) These figures are for the entire system while corresponding figures in Finance and Revenue Accounts pertain to State lines only.

31.—Statement of Oil Consumption on Class I Railways during the years 1934-35 and 1935-36.

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	{ 1934-35 1935-36	357,275 355,146	484,450 542,826	5.99 5.89	6.62 6.48	559,219 506,235	1.52 1.26
Bombay, Baroda and Central India	{ 1934-35 1935-36	293,084 280,252	135,805 133,488	6.24 6.06	7.09 6.89	167,130 180,883	0.92 1.04
Eastern Bengal	{ 1934-35 1935-36	479,234 510,536	115,349 109,210	8.81 9.04	7.73 7.87	235,071 237,699	1.31 1.42
East Indian	{ 1934-35 1935-36	1,417,180 1,506,038	1,122,395 1,118,590	8.18 8.43	8.36 8.24	1,419,702 1,445,289	1.45 1.47
Great Indian Peninsula	{ 1934-35 1935-36	947,902 938,255	809,626 739,069	7.75 7.62	11.1 10.1	827,690 770,897	1.68 1.56
Madras and Southern Mahratta	{ 1934-35 1935-36	485,226 470,368	224,733 237,812	10.6 10.4	11.9 11.0	260,087 247,807	1.72 1.52
Nizam's State	{ 1934-35 1935-36	89,929 80,448	55,998 51,927	7.37 7.07	8.56 8.30	49,635 49,524	1.07 1.08
North Western	{ 1934-35 1935-36	1,465,608 1,620,173	816,005 863,164	8.92 9.55	11.9 12.2	1,392,567 1,352,110	2.31 2.18
South Indian	{ 1934-35 1935-36	292,055 344,300	74,999 82,996	10.5 11.3	9.86 9.82	64,349 69,844	1.13 1.08
Total	{ 1934-35 1935-36	5,827,493 6,105,506	3,839,360 3,879,072	8.25 8.46	9.23 8.95	4,975,450 4,860,288	1.65 1.58
3' 3½" GAUGE.							
Assam Bengal	{ 1934-35 1935-36	181,688 188,239	33,292 32,086	5.55 5.32	6.77 7.23	134,653 130,437	1.30 1.30
Bengal and North Western	{ 1934-35 1935-36	†271,762 *294,084	147,250 134,374	4.61 4.68	5.24 5.21	236,360 255,423	1.15 1.15
Bombay, Baroda and Central India	{ 1934-35 1935-36	309,316 279,687	139,222 126,642	5.42 4.85	5.48 4.91	345,544 359,714	1.09 1.53
Burma	{ 1934-35 1935-36	345,794 354,649	207,832 195,828	6.64 6.44	9.87 9.92	159,521 143,370	0.83 0.76
Eastern Bengal	{ 1934-35 1935-36	177,428 203,992	64,326 66,228	6.42 6.53	5.59 5.58	127,174 132,345	1.10 1.09
Jodhpur	{ 1934-35 1935-36	79,722 84,625	20,868 20,754	5.26 5.20	4.74 4.21	47,435 49,937	0.84 0.77
Madras and Southern Mahratta	{ 1934-35 1935-36	340,376 341,506	217,839 212,180	7.05 7.08	8.44 8.76	133,568 130,703	0.88 0.89
Nizam's State	{ 1934-35 1935-36	81,428 72,699	34,952 30,503	7.10 6.69	8.51 7.79	20,030 18,312	0.67 0.65
Rohilkund and Kumaon	{ 1934-35 1935-36	‡62,363 ‡61,870	9,469 9,701	‡4.10 4.01	4.14 4.10	44,190 41,245	1.30 1.19
South Indian	{ 1934-35 1935-36	426,619 435,953	98,672 89,471	5.83 5.93	6.08 5.94	293,788 271,549	1.64 1.54
Total	{ 1934-35 1935-36	‡2,276,496 2,317,304	973,772 917,767	5.81 5.70	6.77 6.65	1,542,263 1,533,035	1.10 1.16

* Includes 76 pints of oil on account of engine power supplied by the R. and K. Railway.

† Excludes 76 pints of oil on account of engine power supplied to B. and N. W. Railway.

‡ Revised figure. " " " " " " " "

31.—Statement of Oil Consumption on Class I Railways during the years 1934-5 and 1935-36.—concl'd.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6" AND 2' 0" GAUGES.			
Bengal Nagpur	1934-35	79,969	3.74
	1935-36	81,595	3.77
Bombay, Baroda and Central India	1934-35	24,240	5.68
	1935-36	24,813	5.54
Eastern Bengal	1934-35	8,048	6.70
	1935-36	7,611	6.88
Great Indian Peninsula	1934-35	52,088	10.4
	1935-36	52,968	10.5
North Western	1934-35	119,121	8.87
	1935-36	118,735	8.94
South Indian	1934-35	7,617	4.65
	1935-36	8,780	5.07
Total	1934-35	291,033	6.19
	1935-36	295,502	6.24

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Physical Statistics.</i>				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925	11th May 1931
3. Mileage equipped for electric service on 31st March				
3-01. Route mileage	1935 ..	21-25	44-00	18-14
	1936 ..	21-25	44-00	18-14
3-02. Track mileage (excluding sidings) ..	1935 ..	62-54	88-00	36-28
	1936 ..	62-54	88-00	36-28
4. Mileage open for electric service on 31st March.	1935 ..	21-25	44-00	18-14
	1936 ..	21-25	44-00	18-14
5. No. of sub-power stations on 31st March ..	1935 ..	3	4	4
	1936 ..	3	4	4
6. No. of electric railway stations on 31st March	1935 ..	21	28	14
	1936 ..	21	28	14
7. Mileage of transmission cable on 31st March ..	1935 ..	†61-00	40-98	41-49
	1936 ..	†61-00	40-98	41-49
<i>Rolling Stock.</i>				
8. Average authorised stock (in units)—				
8-01. Motor coaches	1934-35 ..	40	§53	24
	1935-36 ..	40	§53	24
8-02. Trailer coaches	1934-35 ..	120	153	48
	1935-36 ..	120	153	48
9. Average number on line (in units)—				
9-01. Motor coaches	1934-35 ..	40	§53	24
	1935-36 ..	40	§53	24
9-02. Trailer coaches	1934-35 ..	120	153	48
	1935-36 ..	120	152	48
9-03. Train units*	1934-35 ..	40	51	24
	1935-36 ..	40	50	24
10. Average number under or awaiting repairs (in units)—				
10-01. Motor coaches	1934-35 ..	4	10	..
	1935-36 ..	4	10	1
10-02. Percentage of item 9-01	1934-35 ..	10-0	18-9	1-67
	1935-36 ..	10-0	18-9	3-12
10-03. Trailer coaches	1934-35 ..	10	18	1
	1935-36 ..	9	19	2
10-04. Percentage of item 9-02	1934-35 ..	8-33	11-8	1-67
	1935-36 ..	7-50	12-5	3-12

† Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyond Kalyan, viz., Kalyan Asangaon and Kalyan Karjat which sections are also utilized for main line traffic.

*A train unit is a motor coach and three trailers.

†Overhead 26-50 miles and underground 34-50 miles.

§Includes 2 spare motor coaches.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Rolling Stock—contd.</i>				
11. Average number available for use (in units)—				
11-01. Motor coaches	1934-35 ..	36	43	24
	1935-36 ..	36	43	23
11-02. Trailer coaches	1934-35 ..	110	135	47
	1935-36 ..	111	133	47
12. Average number in use daily (in units)—				
12-01. Motor coaches	1934-35 ..	35	37	19
	1935-36 ..	35	38	20
12-02. Trailer coaches	1934-35 ..	87	111	38
	1935-36 ..	88	114	40
12-03. Train units*	1934-35 ..	35	37	19
	1935-36 ..	35	38	20
13. Average number spare or stored in good repair (in units)—				
13-01. Motor coaches	1934-35 ..	1	6	5
	1935-36 ..	1	5	3
13-02. Trailer coaches	1934-35 ..	23	24	9
	1935-36 ..	23	19	7
<i>Operating Statistics.</i>				
14. Train miles—Passenger—				
14-01. Total unit traffic trains ..	1934-35 ..	142,860	843,878	247,890
	1935-36 ..	129,699	927,462	284,798
14-02. Total two unit traffic trains ..	1934-35 ..	958,387	1,146,667	286,775
	1935-36 ..	971,441	1,122,516	231,132
14-02.(a) Total three unit traffic trains ..	1934-35 ..	Nil	Nil	6,097
	1935-36 ..	Nil	Nil	7,183
14-02. (d) Total four unit traffic trains ..	1934-35 ..	Nil	Nil	10
	1935-36 ..	Nil	Nil	Nil
14-03. Total traffic trains	1934-35 ..	2,059,634	3,137,212	839,771
	1935-36 ..	2,072,581	3,172,494	768,611
14-04. Other trains	1934-35 ..	34,346	Nil	Nil
	1935-36 ..	49,658	154	Nil
15. Hours—				
15-01. Traffic trains	1934-35 ..	103,171	140,389	38,290
	1935-36 ..	104,198	138,709	35,026
15-02. Other	1934-35 ..	2,582	26,222	Nil
	1935-36 ..	3,443	27,486	Nil
15-03. Total	1934-35 ..	105,753	166,611	38,290
	1935-36 ..	107,641	166,195	35,026
16. Vehicle miles (in units)—				
16-01. Passenger trains	1934-35 ..	7,439,602	12,548,848	2,519,313
	1935-36 ..	7,318,874	12,689,976	2,305,833
16-02. Other trains	1934-35 ..	124,939	Nil	Nil
	1935-36 ..	176,225	616	Nil

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36---contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—contd.</i>				
17. Train usage—				
17-01. Train unit miles per day per train unit in use.	1934-35 ..	164	232	121
	1935-36 ..	166	228	106
17-02. Train unit miles per day per train unit on line.	1934-35 ..	143	169	96
	1935-36 ..	145	173	88
18. Train usage—				
18-01. Train unit hour per day per train unit in use.	1934-35 ..	8.28	12.3	5.52
	1935-36 ..	8.38	11.9	4.78
18-02. Train unit hours per day per train unit on line.	1934-35 ..	7.24	8.95	4.37
	1935-36 ..	7.35	9.08	3.99
19. Vehicle usage—				
19-01. Motor coach miles per day per motor coach on line (in units).	1934-35 ..	143	169	96
	1935-36 ..	145	170	88
19-02. Trailer coach miles per day per trailer coach unit on line.	1934-35 ..	125	169	96
	1935-36 ..	122	171	88
20. Motor coach failures—				
20-01. Number ..	1934-35 ..	Nil	202	11
	1935-36 ..	1	393	31
20-02. Motor coach miles per motor coach failure (in units).	1934-35 ..	Nil	15,531	76,343
	1935-36 ..	303,177	8,073	24,794
21. Power supply failures—				
21-01. Failures originating at source of supply	1934-35 ..	Nil	Nil	5
	1935-36 ..	1	Nil	7
21-02. Failures originating at sub-station	1934-35 ..	Nil	Nil	10
	1935-36 ..	Nil	Nil	15
21-03. Failures on account of overhead track equipment.	1934-35 ..	Nil	10	24
	1935-36 ..	Nil	8	15
22. Number of passengers carried—				
22-01. First Class	1934-35 ..	23,631	16,666	3,472
	1935-36 ..	22,339	13,596	3,164
22-02. Second Class	1934-35 ..	1,378,520	631,725	155,240
	1935-36 ..	1,294,601	574,782	141,226
22-03. Third Class	1934-35 ..	32,903,827	28,438,194	7,546,624
	1935-36 ..	33,714,580	29,566,444	6,978,915
22-04. Total — — —	1934-35 ..	34,305,978	29,086,585	7,705,336
	1935-36 ..	35,031,520	30,154,822	7,123,305

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36—concl'd.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—concl'd.</i>				
23. Passenger miles—				
23-01. First Class	1934-35 ..	195,701	198,862	23,952
	1935-36 ..	188,623	165,952	21,113
23-02. Second Class	1934-35 ..	9,568,932	4,732,474	1,108,122
	1935-36 ..	9,293,656	4,344,525	988,195
23-03. Third Class	1934-35 ..	238,497,701	208,776,576	46,845,024
	1935-36 ..	245,059,845	216,988,155	42,686,906
23-04. Total	1934-35 ..	248,262,334	213,707,912	47,977,098
	1935-36 ..	254,542,124	221,498,632	43,696,214
24. Earnings from passengers carried—				
24-01. First Class	1934-35 ..	7,561	7,302	895
	1935-36 ..	7,038	6,178	761
24-02. Second Class	1934-35 ..	2,18,315	1,04,496	16,774
	1935-36 ..	2,05,715	93,893	14,668
24-03. Third Class	1934-35 ..	28,20,096	24,67,381	6,30,312
	1935-36 ..	28,85,314	25,65,085	5,63,897
24-04. Total	1934-35 ..	30,45,972	25,79,179	6,47,981
	1935-36 ..	30,98,067	26,65,156	5,79,326
25. Earnings from, and cost of, electric train working—				
25-01. Earnings per passenger mile. Pies	1934-35 ..	2-36	2-32	2-59
	1935-36 ..	2-34	2-31	2-55
25-02. Cost per passenger mile. Pies	1934-35 ..	1-62	3-36	*1-26
	1935-36 ..	1-54	3-21	1-45
25-03. Earnings per train mile. Rs.	1934-35 ..	1-52	0-82	*0-80
	1935-36 ..	1-53	0-84	0-81
25-04. Cost per train mile. Rs.	1934-35 ..	1-02	1-19	*0-39
	1935-36 ..	0-98	1-17	0-46
26. Gross ton miles (including Departmental)	1934-35 ..	404,027,347	564,943,665	63,819,532
	1935-36 ..	402,081,930	571,499,550	58,399,635
27. Power used—				
27-01. Total power for traction and train lighting kilo-watt hours.	1934-35 ..	27,281,711	38,485,374	5,047,623
	1935-36 ..	27,439,920	39,516,158	4,840,703
27-02. Kilo-watt hours per train unit mile	1934-35 ..	13-0	12-6	5-67
	1935-36 ..	12-9	12-6	5-81
27-03. Kilo-watt hours per 1,000 gross ton miles	1934-35 ..	67-5	70-0	*60-6
	1935-36 ..	68-2	70-0	60-3
28. Lubricating oil used for all purposes (including Departmental)—				
28-01. Total pints	1934-35 ..	41,147	139,778	13,669
	1935-36 ..	39,007	127,621	13,636
28-02. Pints per 1,000 vehicle miles	1934-35 ..	5-44	11-1	5-40
	1935-36 ..	5-20	10-1	5-91

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1934-35 and 1935-36.

(i) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur . . . {	1934-35	2	2	11	15.6	1	11,375	33.9
	1935-36	2	2	14	18.6	Nil	Nil	23.7
Eastern Bengal . . . {	1934-35	1	1	Nil	Nil	Nil	Nil	Nil
	1935-36	Nil	Nil	Nil	Nil	Nil	Nil	Nil
East Indian . . . {	1934-35	3	3	46	42.0	1	45,991	9.77
	1935-36	3	3	27	24.6	Nil	Nil	12.2
Great Indian Peninsula . . {	1934-35	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	1935-36	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North Western . . . {	1934-35	7	7	161	63.1	3	53,771	16.4
	1935-36	7	7	163	63.5	4	40,659	16.1
Total {	1934-35	13	13	218	46.1	5	43,736	15.9
	1935-36	12	12	204	46.4	4	50,815	16.1
3' 3½" GAUGE.								
Bombay Baroda & Central India. {	1934-35	3	3	71	65.0	2	35,389	16.4
	1935-36	3	3	61	61.0	4	15,268	16.5
Eastern Bengal . . . {	1934-35	2	2	Nil	0.20	Nil	Nil	16.6
	1935-36	2	2	Nil	Nil	Nil	Nil	Nil
Nizam's State . . . {	1934-35	2	2	1	1.00	1	1,027	29.0
	1935-36	2	2	12	16.0	2	6,857	20.3
Total {	1934-35	7	7	72	28.2	3	23,984	16.6
	1935-36	7	7	73	28.5	6	12,131	17.1
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur . . . {	1934-35	3	3	22	19.9	4	5,456	20.7
	1935-36	3	3	18	16.8	2	9,249	21.3
North Western . . . {	1934-35	3	3	38	34.6	Nil	Nil	12.6
	1935-36	3	3	74	67.7	Nil	Nil	11.1
Total {	1934-35	6	6	60	27.2	4	14,914	15.6
	1935-36	6	6	92	42.4	2	46,426	13.1

(ii) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
North Western . . . {	1934-35	1	1	6	17.1	Nil	Nil	8.87
	1935-36	1	1	4	11.7	Nil	Nil	10.1
3' 3½" GAUGE.								
South Indian . . . {	1934-35	3	3	28	25.7	3	9,376	13.3
	1935-36	3	3	24	22.2	4	6,086	13.4
2' 6" GAUGE.								
North Western . . . {	1934-35	7	7	66	23.3	1	56,424	16.3
	1935-36	7	7	63	24.8	1	63,426	14.1

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1936.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach es.	↑ COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			↑ RAILWAY SERVICE VEHICLES.	
					Passenger carriages.					Other coach- ing vehic- les.	Total	Cover- ed and open wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing offi- cers' car- riages).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).
					Num- ber.	Seats by classes										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bengal Doonars . .	19	..	..	..	59	125	99	374	2,600	8	67	435	15	450	5	10
Bhavnagar State . .	37	1	..	..	128	180	416	..	6,493	54	182	1,085	3	1,088	10	16
Bikaner State . . .	54	..	..	..	132	198	243	393	6,161	34	166	1,210	..	1,210	15	56
Dibru-Sadiya . . .	32	..	..	..	46	167	130	155	2,466	22	68	1,380	118	1,498	8	4
Gaekwar's Baroda State	22	..	..	..	155	90	133	..	4,888	1	156	319	9	328	3	14
Gondal	29	..	..	..	88	142	342	..	2,781	19	107	382	..	382	3	31
Jamnagar Dwarka . .	17	2	..	..	50	89	178	..	1,593	21	71	600	4	604	4	3
Junagad State . . .	17	2	..	..	119	131	360	..	2,941	17	136	338	15	353	7	12
Morvi	21	3	..	..	92	152	288	..	2,769	26	118	312	..	312	..	2
Mysore	46	(b) 5	..	..	140	117	298	..	5,976	23	163	577	..	577	24	29
Total	285	13	..	..	1,009	1,391	2,487	922	38,668	225	1,234	6,638	164	6,802	79	177
2' 6" Gauge.																
Barsi Light	34	1	2	..	107	..	262	..	5,019	*11	118	270	8	278	2	14
Gaekwar's Baroda State	37	2	(b) 5	..	302	98	180	..	6,267	9	311	1,255	26	1,281	13	20
Mysore	10	..	..	..	27	..	30	..	1,352	..	27	81	..	81	3	10
Shahdara (Delhi) Saha- ranpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	253	4	257	4	1
Total	91	3	7	..	485	110	508	84	13,915	21	506	1,859	38	1,897	22	45
2' 0" Gauge.																
Darjeeling Himalayan .	35	2	..	..	107	234	266	..	2,173	26	133	523	..	523	..	..
Mysore	6	..	..	..	5	..	18	..	98	..	5	55	..	55	..	3
Total	41	2	..	..	112	234	284	..	2,271	26	138	578	..	578	..	3
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Porbandar State . .	7	..	..	..	17	12	55	..	539	9	26	313	3	316	2	12
Udaipur-Chitorgarh .	16	..	..	..	56	31	68	88	2,546	12	68	89	..	89	3	..
Total	23	..	..	..	73	43	123	88	3,085	21	94	402	3	405	5	12
2' 6" Gauge.																
Ahmadpur-Katwa . .	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light .	6	..	..	..	14	24	..	44	432	4	18	129	..	129	..	1
Bankura-Damodar Ri- ver.	7	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	(c)1
Barasat-Basirhat Light	10	..	..	..	37	59	..	177	1,171	..	37	64	..	64	..	3
Carried over . . .	28	..	..	..	97	122	39	397	2,683	14	111	287	..	287	..	5

* Brake vans.

(b) Includes 4 Internal Combustion Coaches.

† In units.

(c) Inspection motor trolleys.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1936—concl'd.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES	
					Passenger carriages.					Other coach- ing vehic- les.	Total.	Cover- ed and open wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing offi- cers' carri- ages).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	28	..	..	..	97	122	39	397	2,683	14	111	287	..	287	..	5
CLASS III RAIL- WAYS—concl'd.																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	21	30	24	119	575	..	21	68	..	68	..	3
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	§1
Cutch State .	5	1	..	..	17	..	96	..	424	..	17	54	1	55	..	2
Dehri-Rohtas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State .	6	..	..	..	9	22	..	..	404	..	9	115	3	118	..	2
Futwah-Islampur .	3	..	..	..	9	12	.	39	350	..	9	28	..	28	..	..
Jessore-Jhenidah .	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	.
Tezpur-Bulipara Light.	3	.	..	..	19	12	..	40	670	*4	23	91	..	91	..	..
Total .	79	4	1	..	265	286	231	897	7,370	35	300	908	4	912	3	18
2' 0" Gauge.																
Gwalior Light	26	..	..	..	76	50	124	..	2,000	6	82	347	7	354	8	10
Howrah-Amra Light .	18	..	..	..	113	88	..	336	2,518	11	124	80	..	80	..	(c) 8
Howrah-Sheakhala Light.	3	..	..	..	24	32	..	84	592	..	24	11	..	11	..	8
Jagadhri Light .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekhara patnam Light.	†4	6	..	..	21	..	..	..	746	..	24	45	..	45	..	(§)2
Matheran Light .	3	4	..	..	26	85	77	..	134	(b)1	27	17	*2	19	2	(a) 3
Trivellore Light .	2	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	65	14	..	..	300	283	223	524	6,601	24	324	586	11	597	10	35

* Brake vans.

† Motor Locomotives.

(a) Includes one motor trolley.

†† Figures are not available.

‡ In units

§ Inspection motor trolleys.

(b) Saloon.

(c) Includes 7 workmen Train Coaches which were not accounted for last year.

35.—Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1935-36.

Railway.	Loco- mo- tives.	Rail Motor cars.	Steam coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS (EX- CLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger carriages.					Other coaching vehicles.	Total	Covered and open wagons.	Special wagons.	Total	Coaching (including officers' carriages).	Goods (in- cluding inspection trolleys, Travelling Cranes and Dummy Trucks).
					Seats by Classes.											
					No.	1st	2nd	Inter.	Thurd.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bengal Doonars	..	..	..	..	..	..	6	..	-8	..	..	..	..	..	..	..
Bhavnagar State	2	..	..	..	1	6	..	..	4	4	5	64	-1	63	..	..
Bikaner State	-1	..	..	..	-2	..	-12	..	-88	1	-1	..	..	..	..	..
Dibru Sadiya	..	..	..	..	..	..	2	-2	17	2	2	-74	..	-74	..	..
Gaekwar's Baroda State	3	..	..	..	..	..	..	..	..	1	1	..	1	1	..	3
Gondal	-3	..	..	..	..	-10	24	..	-28	-2	-2	5	..	5	..	..
Jamnagar Dwarka	-2	-1	..	..	..	..	..	..	..	..	..	..	..	..	..	-1
Junagad State	..	..	..	..	3	1	-1	..	129	2	5	4	..	4	..	-4
Morvi	..	..	..	..	-4	..	..	..	-115	1	-3	15	..	15	..	..
Mysore	4	4	..	..	6	..	42	-243	790	-1	5	45	..	45	..	-2
Total	3	3	..	..	4	-3	61	-245	701	8	12	59	..	59	..	-4
2' 6" Gauge																
Barsi Light	..	..	..	..	-10	..	-36	..	12	8	-2	-5	5	..	2	..
Gaekwar's Baroda State	-2	..	..	..	..	..	..	..	..	-2	-2	..	..	..	..	-1
Mysore	..	..	..	..	..	..	..	..	..	..	..	4	..	4	1	..
Shahdara (Delhi) Saharan- pur Light.	..	..	..	..	..	..	..	..	..	..	..	3	..	3	..	..
Total	-2	..	..	..	-10	..	-36	..	12	6	-4	2	5	7	3	-1
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	-1	..	..	..	-16	..	-1	-3	..	-3	..	..
Mysore	..	..	..	..	..	..	..	..	..	..	..	8	..	8	..	-1
Total	..	..	..	..	-1	..	..	..	-16	..	-1	5	..	5	..	-1
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Porbandar	1	..	..	..	..	..	..	..	..	1	1	-2	..	-2	..	..
Udaipur-Chitorgarh	1	..	..	..	7	7	12	10	268	1	8	..	..	..	1	..
Total	2	..	..	..	7	7	12	10	268	2	9	-2	..	-2	1	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	-18	-8	..	-24	-278	..	-18	56	..	56	..	..
Baraset Basirhat Light	..	..	..	..	-1	-4	..	-50	66	-3	-4	..	..	..	..	..
Bukhtiarpur-Bihar Light	..	..	..	..	4	..	..	41	89	..	4	..	..	..	..	..
Cutch State	..	..	..	..	1	..	6	..	..	..	1	5	..	5	..	..
Dholpur State	..	..	..	..	..	..	..	..	..	..	..	-1	..	-1	..	..
Tezpur-Balipara	-1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	-1	..	..	..	-14	-12	6	-33	-123	-3	-17	60	..	60	..	..
2' 0" Gauge.																
Gwalior Light	..	..	..	..	8	6	..	..	48	-10	-2	..	..	..	..	-1
Howrah-Amra Light	-1	..	..	..	-6	..	..	-22	-136	-2	-8	..	..	..	..	(c) 7
Howrah Sheekhala Light	..	..	..	..	2	-4	..	32	15	..	2	..	..	..	..	6
Matheran Light	1	1	..	..	-4	15	2	..	-6	-1	-5	..	..	..	..	..
Total	..	1	..	..	..	17	2	10	-79	-13	-13	..	..	..	..	(c) 12

†In units.

(c) See remark on page 214.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
Bard Light	2' 6" }	1934-35	..	2,8	..	851,4	854,2	138,2	..	3,6	..	988,9	992,4
		1935-36	..	2,5	..	896,6	899,1	172,2	..	3,2	..	1,068,1	1,071,3
Bengal Doon	3' 3½" }	1934-35	1,1	2,1	17,0	1,050,7	1,070,9	35,6	1,2	2,5	17,8	1,085,0	1,106,5
		1935-36	8	2,0	15,7	1,019,0	1,037,5	28,3	1,0	2,4	16,4	1,046,0	1,065,8
Bhavnagar State	3' 3½" }	1934-35	1,0	20,9	..	2,690,4	2,712,3	337,3	1,5	27,0	..	3,021,7	3,049,6
		1935-36	9	21,2	..	2,706,0	2,728,1	320,4	1,4	27,4	..	3,019,7	3,048,5
Bikaner State	3' 3½" }	1934-35	1,0	5,2	11,0	1,870,8	1,888,0	174,8	1,3	6,9	12,9	2,041,7	2,062,8
		1935-36	7	5,7	11,8	1,943,5	1,961,7	171,7	1,0	7,6	13,6	2,111,2	2,133,4
Darjeeling Himalayan	2' 0" }	1934-35	8	7,4	..	613,8	622,0	10,6	1,1	10,3	..	621,2	632,6
		1935-36	1,1	9,3	..	680,7	691,1	10,2	1,6	12,0	..	687,7	701,3
Dibru Sadiya	3' 3½" }	1934-35	3,1	5,5	28,5	1,312,5	1,349,6	48,4	3,4	6,1	29,7	1,358,8	1,398,0
		1935-36	2,8	4,7	29,7	1,303,2	1,340,4	46,7	3,1	5,1	31,5	1,347,4	1,387,1
Gadkwar's Baroda State	3' 3½" }	1934-35	3	7,2	..	3,384,2	3,391,7	756,3	1,2	12,5	..	4,134,3	4,148,0
		1935-36	2	7,7	..	3,517,8	3,525,7	734,6	9	13,3	..	4,246,1	4,260,3
	2' 6" }	1934-35	5	19,5	..	2,772,5	2,792,5	192,7	5	20,4	..	2,964,3	2,985,2
		1935-36	5	18,4	..	2,693,0	2,711,9	188,3	5	19,3	..	2,880,4	2,900,2
Gondal	3' 3½" }	1934-35	4	13,1	..	1,476,0	1,489,5	739,9	1,3	27,1	..	2,201,0	2,229,4
		1935-36	4	11,1	..	1,470,6	1,482,1	713,6	1,2	24,5	..	2,170,0	2,195,7
Jamnagar Dwarka	3' 3½" }	1934-35	1,2	8,4	..	641,7	651,3	87,3	1,6	11,3	..	725,7	738,6
		1935-36	9	7,9	..	633,7	642,5	83,5	1,2	10,5	..	714,3	726,0
Junagadh State	3' 3½" }	1934-35	1,1	16,8	..	1,847,8	1,865,7	238,4	1,3	21,6	..	2,081,2	2,104,1
		1935-36	8	15,8	..	1,996,9	2,013,5	245,7	1,1	20,5	..	2,237,6	2,259,2
Morvi	3' 3½" }	1934-35	8	10,7	..	735,7	747,2	339,3	2,3	23,3	..	1,060,9	1,086,5
		1935-36	8	12,2	..	869,0	882,0	342,3	2,3	25,4	..	1,196,6	1,224,3
Mysore	3' 3½" }	1934-35	1,8	19,9	40,2	2,979,3	3,041,2	100,8	2,0	21,1	41,7	3,077,2	3,142,0
		1935-36	1,5	32,9	5,9	3,170,5	3,210,8	103,2	1,7	34,5	6,2	3,271,6	3,314,0
	2' 6" }	1934-35	..	9	..	647,3	648,2	18,0	..	1,0	..	665,2	666,2
		1935-36	..	1,1	..	817,2	818,3	17,1	..	1,1	..	834,3	835,4
Shahdara (Delhi)-Saharanpur Light.	2' 0" }	1934-35	..	1	..	41,7	41,8	2	..	2	..	41,8	42,0
		1935-36	..	3	..	35,1	35,4	2	..	3	..	35,3	35,6
TOTAL CLASS II RAILWAYS		1934-35	2	5,9	6,3	940,4	952,8	40,3	2	5,7	6,5	980,7	993,1
		1935-36	2	3,7	8,7	926,6	939,2	15,6	2	3,7	8,8	942,1	954,8
CLASS III RAILWAYS.													
Ahmadpur Katwa	2' 6" }	1934-35	..	4	3,3	209,5	213,2	5,9	1	4	3,7	214,9	219,1
		1935-36	1	4	2,8	176,1	179,4	5,5	1	4	3,2	181,2	184,9
Arrah-Sasaram Light	2' 6" }	1934-35	5	..	5,2	389,1	394,8	2,3	5	..	5,3	391,3	397,1
		1935-36	4	..	5,4	416,3	422,1	5,4	4	..	5,5	421,6	427,5
Bankura-Damodar River	2' 6" }	1934-35	..	4	1,5	154,5	156,4	1,0	..	4	1,6	155,4	157,4
		1935-36	1	5	1,5	144,3	146,4	1,1	1	5	1,6	145,3	147,5
Baraset Usirhat Light	2' 6" }	1934-35	4,3	..	44,1	1,205,3	1,253,7	1,2	4,3	..	44,1	1,206,5	1,254,9
		1935-36	4,0	..	50,0	1,244,2	1,298,2	7	4,0	..	50,1	1,244,8	1,298,9
Bengal Provincial	2' 0" }	1934-35	1	8	5,4	357,9	364,2	65,2	1	1,2	7,6	420,5	429,4
		1935-36	..	7	5,8	270,8	277,3	54,8	..	1,1	7,6	323,4	332,1

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1934-35 and 1935-36.

PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGERS CARRIED (EXCLUDING REFUNDS) (IN THOUSANDS).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
										Ra.	Ra.	Ra.	Ra.	Ra.	Class II Rv.
2	192	..	33,237	33,431	56.6	54.7	..	33.6	33.7	..	10	..	6.92	7.02	Barai Light.
..	182	..	42,425	42,607	..	56.6	..	39.7	39.8	..	9	..	8.11	8.20	
35	66	289	19,688	20,078	27.4	26.8	16.2	13.1	13.1	8	4	8	3.26	3.46	Bengal Doonah.
29	63	261	18,549	18,902	28.9	26.5	15.9	17.7	17.7	7	4	7	3.03	3.26	
108	1,424	..	82,023	83,555	72.0	52.7	..	27.2	27.4	10	63	..	14.56	15.29	Bavnagar State.
97	1,442	..	81,726	83,265	69.3	52.6	..	27.1	27.3	9	64	..	14.51	15.24	
93	405	782	76,010	77,290	71.6	58.7	60.6	37.2	37.5	12	25	22	15.84	16.43	Bikaner State.
73	420	803	78,634	79,930	75.9	54.9	59.2	37.3	37.5	9	26	23	16.32	16.90	
41	397	..	9,118	9,556	38.9	38.3	..	14.7	15.1	8	36	..	2.26	2.70	Darjeeling Himalayan.
68	453	..	9,400	9,921	42.1	37.8	..	13.7	14.1	11	42	..	2.46	2.99	
77	146	645	19,179	20,047	20.0	22.0	19.0	13.0	13.0	7	7	18	4.00	4.32	Dibru Sadiya.
63	117	630	17,436	18,246	20.0	23.0	20.0	13.0	13.0	6	5	18	3.42	3.71	
46	324	..	67,704	68,074	37.4	25.9	..	16.4	16.4	5	20	..	13.23	13.48	Gackwar's Baroda State.
35	351	..	69,865	70,251	38.0	26.5	..	16.5	16.5	4	21	..	13.64	13.89	
18	377	..	39,505	39,900	34.2	18.6	..	13.3	13.4	2	18	..	10.06	10.26	Gondal.
18	377	..	38,549	38,944	33.7	19.0	..	13.4	13.4	2	18	..	9.76	9.96	
60	988	..	52,052	53,100	45.4	36.5	..	23.6	23.8	5	46	..	9.34	9.85	Jamnagar Dwarka.
59	935	..	51,204	52,198	46.7	38.3	..	23.6	23.8	6	43	..	9.28	9.77	
102	632	..	26,401	27,135	63.3	56.0	..	36.4	36.7	11	34	..	5.93	6.38	Junagad State.
75	581	..	25,627	26,283	62.4	55.4	..	35.9	36.2	8	31	..	5.73	6.12	
43	615	..	40,433	41,091	31.8	28.5	..	19.4	19.5	4	28	..	7.33	7.65	Morvi.
35	623	..	43,778	44,436	32.7	30.4	..	19.6	19.7	3	27	..	7.92	8.22	
155	1,406	..	40,901	42,462	65.8	60.4	..	38.6	39.1	15	68	..	7.53	8.36	Mysore.
158	1,529	..	44,219	45,906	68.2	60.3	..	37.0	37.5	15	74	..	7.94	8.83	
143	1,229	2,047	75,084	78,503	71.5	58.2	49.1	24.4	25.0	14	48	58	13.57	14.77	Shahdara (Delhi) Saharanpur Light.
129	2,066	361	79,069	81,625	75.9	59.9	58.2	24.2	24.6	13	69	10	13.90	14.82	
..	17	..	11,734	11,751	..	17.0	..	17.6	17.6	..	1	..	1.80	1.81	Total Class II Rys.
..	22	..	14,789	14,811	..	20.0	..	17.7	17.7	..	1	..	1.90	1.91	
..	2	..	668	668	..	10.0	..	15.9	15.9	..	..	..	12	12	Class III Rys.
..	5	..	570	575	..	16.7	..	16.1	16.2	..	..	..	11	11	
8	144	152	22,277	22,581	30.0	21.0	23.0	22.0	22.0	..	7	6	4.64	4.77	Ahmadpur Katwa.
5	100	190	21,265	21,660	29.2	26.8	21.5	22.5	22.5	..	5	8	4.43	4.56	
931	8,364	3,915	616,012	629,222	49.3	41.7	36.0	22.8	23.0	1,01	4,15	1,12	1,20,39	1,26,67	Arrah-Sasaram Light.
844	9,266	2,245	637,105	649,460	49.1	43.0	29.3	22.9	23.1	93	4,39	66	1,22,51	1,28,49	
1	7	53	2,531	2,592	10.0	17.5	14.3	11.8	11.8	..	1	2	79	82	Bankura-Damodar River.
1	6	42	2,066	2,115	10.0	15.0	13.1	11.4	11.4	..	..	2	65	67	
18	..	167	8,372	8,557	33.0	..	31.0	21.0	21.0	1	..	7	1.96	2.04	Baraset-Kasirhat Light.
17	..	172	9,001	9,190	36.0	..	31.4	21.3	21.4	1	..	7	2.11	2.19	
..	8	33	2,479	2,520	..	20.0	20.6	16.0	16.0	..	1	1	77	79	Bengal Provincial.
1	13	30	2,289	2,333	10.0	26.0	18.8	15.8	15.8	..	1	1	72	74	
109	..	746	17,850	18,705	25.0	..	16.0	14.0	14.0	4	..	20	3.27	3.51	Bengal Provincial.
110	..	797	18,524	19,431	27.0	..	15.9	14.8	14.9	4	..	21	3.40	3.65	
..	7	47	2,791	2,845	4.38	5.66	6.14	6.23	6.76	..	..	2	70	72	Bengal Provincial.
..	6	44	2,162	2,152	7.97	5.64	5.76	6.50	6.48	..	..	2	53	55	

36 - Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1934-35 and 1935-36—contd.

Railway.	Gauge.	Year	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thous- ands).	* Aver- age miles a ton of goods was car- ried.	Earnings from tons carried (in thous- ands) (Excluding refunds).	Average rate charged for carry- ing a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other traf- fic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.													Rs.	
Bacul Light	2' 6"	1934-35	16.0	10.0	..	4.00	4.00	119	66	185	10,785	58.2	9,70	17.3
		1935-36	..	10.0	..	3.67	3.70	125	61	186	10,165	54.6	9,71	18.3
Bengal Dockers	3' 3 1/2"	1934-35	24.5	12.0	5.34	3.00	3.10	164	111	275	16,985	61.8	16,13	18.2
		1935-36	24.5	12.1	5.33	3.00	3.10	160	92	252	14,562	57.8	14,29	18.8
Bhavnagar State	3' 3 1/2"	1934-35	17.8	8.49	..	3.41	3.51	456	169	625	33,475	53.6	17,43	10.0
		1935-36	17.8	8.52	..	3.41	3.51	411	145	556	32,728	58.9	16,39	9.62
Bikaner State	3' 3 1/2"	1934-35	24.8	11.9	5.40	4.00	4.08	281	133	414	49,000	118.4	19,51	7.64
		1935-36	24.0	12.0	5.50	3.98	4.06	286	145	431	48,200	111.9	19,66	7.85
Darjeeling Himalayan	2' 0"	1934-35	39.1	17.5	..	4.74	5.43	117	35	152	4,558	30.0	12,28	61.7
		1935-36	31.4	18.2	..	5.02	5.81	139	29	168	4,895	29.1	12,73	50.0
Dibru Sadiya	3' 3 1/2"	1934-35	18.0	9.00	5.50	4.00	4.00	326	58	384	13,377	35.0	15,54	22.0
		1935-36	18.0	9.00	5.50	4.00	4.00	575	55	630	15,175	24.0	15,51	20.0
Gaskwar's Baroda State	3' 3 1/2"	1934-35	23.8	11.7	..	3.75	3.80	98	276	374	12,301	32.9	8,58	13.4
		1935-36	23.3	11.7	..	3.75	3.80	115	254	369	12,056	32.7	7,90	12.6
	2' 6"	1934-35	24.0	9.01	..	4.89	4.94	276	112	388	11,925	30.7	10,89	17.5
		1935-36	24.0	9.00	..	4.86	4.91	250	110	366	11,198	30.6	10,32	17.7
Gondal	3' 3 1/2"	1934-35	17.8	8.86	..	3.45	3.54	126	264	390	15,623	40.0	11,48	14.1
		1935-36	17.8	8.92	..	3.48	3.59	106	246	352	12,976	36.8	9,40	13.9
Jainnagar Dwarka	3' 3 1/2"	1934-35	19.6	10.4	..	4.31	4.51	323	40	363	14,055	38.7	7,09	9.69
		1935-36	19.7	10.3	..	4.29	4.47	346	51	397	15,304	38.5	7,27	9.12
Junagad State	3' 3 1/2"	1934-35	17.6	8.59	..	3.48	3.57	253	49	302	13,216	43.8	8,01	11.6
		1935-36	17.2	8.38	..	3.47	3.55	243	39	282	11,910	42.2	7,31	11.8
Murvi	3' 3 1/2"	1934-35	18.8	9.29	..	3.53	3.78	148	121	269	13,793	51.2	7,69	10.7
		1935-36	18.6	9.33	..	3.45	3.70	180	110	299	14,704	49.2	8,20	10.7
Mysore	3' 3 1/2"	1934-35	18.8	7.50	5.44	3.47	3.61	207	116	323	19,708	61.0	11,60	11.3
		1935-36	19.4	6.41	5.32	3.38	3.49	247	111	358	20,228	56.5	12,43	11.8
	2' 6"	1934-35	..	11.3	..	2.95	2.96	24	5	29	1,345	46.4	1,05	15.0
		1935-36	..	8.73	..	2.48	2.49	28	8	36	1,548	43.0	1,19	14.8
	2' 0"	1934-35	..	..	..	3.46	3.45	7	1	8	234	29.3	31	25.4
		1935-36	..	..	..	3.37	3.34	8	..	8	236	29.5	39	31.7
Shahdara (Delhi) Saharan- pur Light.	2' 6"	1934-35	14.0	9.00	7.50	4.00	4.00	64	36	100	3,914	39.0	3,28	16.0
		1935-36	14.0	9.00	7.50	4.00	4.05	108	41	149	4,872	32.6	4,28	16.9
TOTAL CLASS II RAILWAYS	..	1934-35	20.8	9.53	5.49	3.75	3.86	2,989	1,592	4,581	234,294	51.1	1,60,57	13.2
		1935-36	21.2	9.10	5.64	3.69	3.80	3,333	1,506	4,839	230,757	47.7	1,56,98	13.1
CLASS III RAILWAYS.														
Ahmadpur Katwa	2' 6"	1934-35	..	27.1	7.25	5.99	6.08	9	6	15	303	20.2	20	12.7
		1935-36	..	..	9.14	6.04	6.09	5	6	11	226	20.5	15	12.7
Arrah-Sasaram Light	2' 6"	1934-35	15.0	..	8.00	5.00	6.00	86	8	94	2,832	30.0	1,37	9.00
		1935-36	15.0	..	7.50	4.50	4.57	76	9	85	2,384	27.9	1,29	10.3
Bankura-Damoodar River	2' 6"	1934-35	..	24.0	5.82	5.96	6.02	16	7	23	978	42.5	48	9.42
		1935-36	..	14.8	6.40	6.04	6.09	10	5	15	630	42.0	32	9.75
Baraset-Basirhat Light	2' 6"	1934-35	7.00	..	5.00	3.00	3.00	24	6	30	1,236	30.0	1,09	16.0
		1935-36	7.81	..	5.08	3.52	3.60	46	7	53	1,528	28.9	1,36	17.1
Bengal Provincial	2' 6"	1934-35	25.3	10.9	6.45	4.78	4.82	6	4	10	138	13.3	16	22.2
		1935-36	20.6	11.9	6.12	4.87	4.92	10	4	14	110	8.05	13	23.9

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same Railway are considered as two or more separate consignments.
 † Revised figure.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1934-35 and 1935-36—contd.

Railway	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		† 1st.	† 2nd.	† Inter.	† 3rd.	† Total.
			4	5	6	7	8		10	11	12	13	14 (Cols. 8 + 9)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—contd.													
Bukhtiarpur Bihar Light .	2' 6"	1934-35	1	1.6	11.7	530.8	544.2	49.6	1	1.8	14.4	577.5	593.8
		1935-36	1	1.2	10.3	435.1	446.7	44.8	1	1.4	12.9	477.1	491.5
Bordwan-Katwa	2' 6"	1934-35	..	3	3.6	244.7	248.6	10.0	..	3	3.9	254.4	258.6
		1935-36	..	4	3.3	204.1	207.8	9.6	..	5	3.5	213.4	217.4
Cutch State	2' 0"	1934-35	..	4.5	.	237.8	242.3	.	..	4.5	..	237.8	242.3
		1935-36	..	3.3	.	200.8	204.1	..	..	3.3	..	200.8	204.1
Dehri Rohtas Light . .	2' 6"	1934-35	2	..	3	83.7	84.2	..	2	..	3	83.7	84.2
		1935-36	1	..	3	90.9	91.3	..	1	..	3	90.9	91.3
Dholpur State	2' 6"	1934-35	..	2	.	116.1	116.3	..	..	2	..	116.1	116.3
		1935-36	..	2	.	130.8	131.0	1	..	2	..	130.9	131.1
Futwah-Islampur	2' 6"	1934-35	3	..	5.6	236.6	242.5	19.8	3	..	6.6	255.4	262.3
		1935-36	2	..	5.3	207.5	213.0	18.0	2	..	6.5	224.3	231.0
Gwalior Light	2' 6"	1934-35	..	1.8	..	484.8	486.6	1.7	..	1.8	.	486.5	488.3
		1935-36	..	1.6	..	489.4	491.0	2.6	..	1.6	..	492.0	493.6
Howrah Amta Light . . .	2' 0"	1934-35	3.7	..	47.9	2,528.1	2,579.7	2	3.7	..	47.9	2,528.3	2,579.9
		1935-36	3.5	..	62.0	2,443.0	2,508.5	1	3.5	..	62.0	2,443.1	2,508.6
Howrah-Sheakhala Light .	2' 0"	1934-35	4	..	13.1	642.6	656.1	1	4	..	13.1	642.7	656.2
		1935-36	4	..	10.3	643.2	653.9	..	4	..	10.3	643.2	653.9
Jagadhri Light	2' 0"	1934-35	..	..	1	73.4	73.5	..	..	..	1	73.4	73.5
		1935-36	..	..	1	70.4	70.5	..	..	..	1	70.4	70.5
Jessore-Jhenidah	2' 6"	1934-35	†	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial) . . .	2' 0"	1934-35	†	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2' 6"	1934-35	..	1	4.4	522.8	527.3	..	..	1	4.4	522.8	527.3
		1935-36	..	1	4.3	665.6	670.0	..	..	1	4.3	665.6	670.0
Kulasekarapatnam Light .	2' 0"	1934-35	..	..	..	154.7	154.7	..	..	.	..	154.7	154.7
		1935-36	..	..	..	151.1	151.1	..	..	..	..	151.1	151.1
Matheran Light	2' 0"	1934-35	5	3.3	..	6.6	10.4	12.6	1.5	8.6	..	12.9	43.0
		1935-36	6	2.9	..	6.7	10.2	14.2	1.6	8.6	..	14.2	24.4
Porbandur State	3' 3½"	1934-35	2	2.0	..	329.9	332.1	59.1	3	3.4	..	387.5	391.2
		1935-36	2	2.1	..	324.8	327.1	61.7	3	3.3	..	385.2	388.8
Tezpur-Balipara	2' 6"	1934-35	3	..	1.5	249.0	250.8	..	3	..	1.5	249.0	250.8
		1935-36	3	..	1.6	247.9	249.8	..	3	..	1.6	247.9	249.8
Trivellore Light	2' 0"	1934-35	..	..	..	19.0	19.0	..	..	..	..	19.0	19.0
		1935-36	..	..	..	33.0	33.0	..	..	..	..	33.0	33.0
Udaipur-Chitorgarh . . .	3' 3½"	1934-35	5	2.6	2.2	505.3	510.6	57.8	1.0	4.0	2.3	561.1	568.4
		1935-36	6	3.0	2.0	559.0	565.2	69.8	1.5	5.0	2.6	625.9	635.0
TOTAL CLASS III RAILWAYS .	..	1934-35	11.1	18.0	149.9	9,282.2	9,461.2	286.5	12.8	26.7	156.8	9,551.4	9,747.7
		1935-36	10.6	16.4	165.6	9,155.0	9,347.6	268.4	12.6	26.0	172.1	9,425.3	9,636.0

† Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Not available

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			18	19	20	21	22	23	24	25	26	27
Class III—continued.												
Bukhtiarpur-Bihar Light .	2' 6" {	1934-35	2	34	290	9,822	10,148	20·0	19·0	20·0	17·0	17·0
		1935-36	2	30	248	7,649	7,929	24·6	21·0	19·2	16·0	16·1
Burdwan-Katwa . . .	2' 6" {	1934-35	..	8	79	3,339	3,426	..	26·7	20·3	13·1	13·2
		1935-36	..	9	71	2,774	2,854	..	18·0	20·3	13·0	13·1
Cooch-State	2' 6" {	1934-35	..	111	..	4,893	5,004	..	24·8	..	20·6	20·7
		1935-36	..	107	..	5,602	5,709	..	31·8	..	27·9	28·0
Dehri Rohtas Light . .	2' 6" {	1934-35	3	..	5	1,093	1,101	17·0	..	17·0	13·0	13·0
		1935-36	3	..	5	1,155	1,163	19·0	..	16·0	13·0	13·0
Dholpur State	2' 6" {	1934-35	..	4	..	2,184	2,188	..	25·7	..	18·8	18·8
		1935-36	..	4	..	2,676	2,680	..	28·9	..	20·4	20·4
Futwah-Islampur . . .	2' 6" {	1934-35	4	..	90	3,493	3,587	14·0	..	13·0	13·0	13·0
		1935-36	4	..	86	3,223	3,313	18·1	..	13·2	14·3	14·3
Gwalior Light	2' 6" {	1934-35	..	77	..	12,558	12,635	23·0	38·0	..	26·0	26·0
		1935-36	..	66	..	12,976	13,042	11·0	35·0	..	26·0	26·0
Howrah Amta Light . . .	2' 0" {	1934-35	82	..	489	32,795	33,366	22·0	..	10·0	12·0	12·0
		1935-36	76	..	596	31,143	31,815	21·7	..	9·60	12·7	12·6
Howrah-Sheakhala Light	2' 0" {	1934-35	7	..	82	5,499	5,588	14·0	..	6·00	8·00	8·00
		1935-36	6	..	67	5,443	5,516	14·2	..	6·51	8·56	8·43
Jagadhri Light	2' 0" {	1934-35	..	..	..	242	242	3·31	..	3·31	3·31	3·31
		1935-36	..	..	..	2	2	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2' 6" {	1934-35	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial) . . .	2' 0" {	1934-35	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2' 6" {	1934-35	..	2	17	4,512	4,531	..	20·0	3·86	8·63	8·59
		1935-36	..	2	18	6,377	6,397	..	20·0	4·19	9·58	9·55
Kulasekarapatnam Light	2' 0" {	1934-35	..	..	..	1,588	1,588	..	..	..	10·3	10·3
		1935-36	..	..	..	1,519	1,519	..	..	..	10·1	10·1
Matheran Light	2' 0" {	1934-35	††19	††108	..	††163	††290	††12·6	††12·6	..	††12·6	††12·6
		1935-36	20	108	..	179	307	12·6	12·6	..	12·6	12·6
Porbandar State	3' 3½" {	1934-35	9	104	..	6,508	6,621	27·5	30·6	..	16·8	16·9
		1935-36	8	106	..	6,675	6,789	29·4	31·6	..	17·3	17·5
Tesporo-Balipara	2' 6" {	1934-35	4	..	24	2,300	2,328	13·8	..	15·2	9·24	9·28
		1935-36	5	..	23	2,338	2,366	15·1	..	14·6	9·43	9·47
Trivellore Light	2' 0" {	1934-35	..	..	..	45	45	..	..	..	2·37	2·37
		1935-36	..	..	..	78	78	..	..	..	2·37	2·37
Udaipur-Chitorgarh . . .	3' 3½" {	1934-35	67	355	135	20,168	20,625	65·3	63·6	59·9	35·9	36·3
		1935-36	94	306	145	24,119	24,664	64·0	61·1	55·4	38·5	38·8
Total Class III Railways .	.. {	1934-35	†325	††725	2,257	††145,225	††148,532	††25·4	††27·2	14·4	15·2	15·2
		1935-36	347	763	2,344	147,910	151,364	27·5	29·3	13·6	15·7	15·7

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

†† Revised figures

Class II and III Railways for the years 1934-35 and 1935-36—concl'd.

EARNINGS FROM PASSENGERS CARRIED (EXCLUDING REFUNDS) (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thou- sands).	Average miles a ton of goods was carried.	Earnings from tons carried excluding refunds (in thou- sands).	Average rate charged for carry- ing a ton of goods one mile (in pie)	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other traf- fic.	* Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III— concl'd.
..	2	9	1,79	1,90	15-0	9-00	6-00	3-00	3-00	42	21	63	1,177	18-0	1,02	16-0	Bukhtiar- pur Bihar Light.
..	2	8	1,39	1,49	15-1	9-00	6-00	3-49	3-60	43	20	63	1,231	19-6	96	14-9	
..	1	3	1,04	1,08	..	24-0	7-29	5-98	6-06	13	8	21	461	22-0	26	10-8	Burdwan
..	..	3	87	90	..	..	8-11	6-02	6-06	6	7	13	285	21-9	16	10-8	Katwa.
..	5	..	1,00	1,05	..	8-09	..	3-94	4-03	37	..	37	735	19-9	62	16-2	
..	5	..	1,13	1,18	..	8-72	..	3-88	3-98	39	..	39	848	21-5	69	15-6	Cutch- State.
..	..	..	22	22	20-0	..	7-00	3-75	3-81	137	6	142	†	†	1,97	†	Dehri
..	..	..	23	23	20-0	..	7-00	3-75	3-80	110	5	115	†	†	1,55	†	Rohtas Light.
..	..	..	46	46	..	15-0	..	4-00	4-02	80	1	81	2,995	36-8	1,26	8-10	Dholpur State.
..	..	..	56	56	..	15-0	..	4-00	4-02	67	4	71	2,688	38-1	1,16	8-29	
..	..	4	82	86	20-0	..	7-00	4-00	4-00	15	7	22	394	17-0	31	15-0	Futwah.
..	..	3	76	79	20-0	..	7-50	4-50	4-60	11	8	19	399	21-2	25	12-1	Islampur.
..	5	..	3,15	3,20	27-0	12-0	..	5-00	5-00	140	25	165	6,375	38-0	3,59	12-0	
..	5	..	3,23	3,28	27-0	12-0	..	5-00	5-00	162	29	191	8,076	40-0	3,83	10-0	Gwalier Light.
4	..	13	7,03	7,20	9-00	..	5-00	4-00	4-00	48	13	61	1,413	23-0	1,63	22-0	
4	..	16	6,69	6,89	9-00	..	5-06	4-12	4-15	51	11	62	1,681	27-2	1,55	17-7	Howrah Amta Light.
..	..	2	1,03	1,05	9-00	..	4-00	3-00	3-00	13	3	16	278	17-0	33	22-0	
..	..	2	1,01	1,03	9-02	..	4-99	3-56	3-58	9	2	11	164	14-2	23	27-0	Howrah. Sheakhal Light.
..	..	..	5	5	21-8	..	7-27	3-61	3-64	6	..	6	21	3-31	8	66-9	
..	..	..	4	4	21-8	..	7-25	3-62	10-9	6	..	6	21	3-31	8	68-0	Jagadhri Light.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jessore- Jhenidah
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provin- cial).
..	..	1	1,09	1,10	..	..	11-3	4-64	4-66	31	4	35	672	19-2	36	10-3	
..	..	1	1,03	1,04	..	..	10-7	3-10	3-12	28	5	33	660	20-0	35	10-2	Kalighat- Falta.
..	..	..	47	47	..	..	..	5-58	5-58	12	..	12	121	9-82	27	43-2	
..	..	..	44	44	..	..	..	5-52	5-52	13	..	13	120	9-13	26	41-7	Kulasekara- patnam Light.
6	29	..	26	61	\$61-0	\$52-0	..	\$31-0	\$40-0	1	1	2	\$23	\$12-6	\$74	\$118-0	
8	27	..	26	61	76-8	48-0	..	27-9	38-0	1	1	2	17	12-6	10	115-7	Matheran Light.
1	6	..	1,17	1,23	17-9	8-92	..	3-47	3-57	106	7	112	2,376	21-3	1,34	10-8	
1	5	..	1,21	1,27	18-0	8-96	..	3-49	3-59	112	7	119	2,152	18-1	1,30	11-6	Porbandar State.
..	..	1	54	55	20-0	..	7-00	4-50	4-56	18	..	18	395	49-7	79	16-9	
..	..	1	55	56	20-0	..	7-00	4-50	4-56	16	..	16	810	49-7	75	17-8	Tespore- Balipara
..	..	..	1	1	..	..	..	6-00	6-00	††	††	††	††	††	††	††	
..	..	..	2	2	..	..	..	6-00	6-00	††	††	††	††	††	††	††	Trivellore Light.
8	16	3	3,14	3,41	23-0	11-7	4-49	2-99	2-73	26	26	52	2,830	54-9	1,88	12-7	
11	19	4	3,76	4,10	23-0	11-8	4-53	2-99	3-19	41	24	65	3,318	50-9	2,06	11-9	Udairur- Chitorgarh.
24	65	68	30,76	32,33	\$14-2	\$17-2	5-78	\$4-07	\$4-18	865	152	1,017	\$26,753	\$26-3	\$19,15	\$13-7	Total
29	64	71	30,59	32,23	16-0	16-1	5-82	3-97	4-09	862	154	1,016	27,348	26-9	18,53	13-0	Class III. Rya.

† Not available.

†† Owing to remodelling of stations goods traffic was closed but transhipment was done by bullock carts.
Revised figures.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	TONS OF COAL CONSUMED ON LOCOMOTIVES.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental)	† Shunting.	* Miscellaneous.	‡ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS II.																	
Barsi Light.	2' 6"	1934-35	87	272	8	370	57	8	65	435	Nil	88	Nil	10,571	Nil	Nil	10,571
		1935-36	130	238	5	376	60	8	68	444	"	88	"	10,236	"	"	10,236
Bengal Doonars.	3' 3½"	1934-35	"	288	35	346	28	13	41	387	"	Nil	"	7,551	"	"	7,551
		1935-36	1	288	15	323	30	14	44	367	"	"	"	7,156	"	"	7,156
Bhavnagar State.	3' 3½"	1934-35	298	264	123	695	208	11	219	914	5	10	3,030	18,191	102	"	21,262
		1935-36	323	269	118	722	198	16	214	936	7	9	1,500	21,640	109	"	23,184
Bikaner State.	3' 3½"	1934-35	9	827	79	920	86	22	108	1,028	Nil	Nil	Nil	21,908	51	"	21,928
		1935-36	7	877	44	929	82	21	103	1,032	"	"	"	20,653	45	"	20,671
Darjeeling-Himalayan.	2' 0"	1934-35	37	252	221	510	35	31	66	576	"	"	"	11,942	Nil	"	11,942
		1935-36	37	256	220	513	35	30	65	578	"	"	"	11,387	"	"	11,387
Dibru-Sadiya	3' 3½"	1934-35	Nil	310	80	390	158	2	160	550	"	"	"	12,849	"	"	12,849
		1935-36	"	337	79	416	160	3	163	579	"	"	"	12,923	"	"	12,923
Gaekwar's Baroda State.	3' 3½"	1934-35	95	383	18	498	92	10	102	600	"	"	"	13,072	59	"	13,096
		1935-36	113	382	20	522	100	17	117	639	"	"	"	14,219	47	"	14,238
	2' 0"	1934-35	31	410	6	463	98	3	101	564	6	††110	"	8,026	56	††73 (e)	8,048
		1935-36	17	428	7	456	90	3	93	549	8	††87	"	7,556	49	††72 (d)	7,576
Gondal	3' 3½"	1934-35	140	257	46	443	133	16	149	592	Nil	Nil	"	14,978	44	Nil	14,996
		1935-36	93	322	5	423	130	18	148	571	"	"	"	12,822	37	"	12,837
Jamnagar Dwarka.	3' 3½"	1934-35	74	127	33	234	84	11	95	329	42	"	"	7,899	106	"	7,941
		1935-36	39	163	24	228	78	18	96	324	46	"	"	7,882	86	"	7,916
Junagad State.	3' 3½"	1934-35	90	241	32	376	38	4	42	418	55	"	"	7,684	48	"	7,703
		1935-36	130	281	27	442	40	2	42	484	33	"	"	10,637	50	"	10,657
Morvi	3' 3½"	1934-35	136	156	13	331	69	Nil	69	400	28	"	"	9,422	112	"	9,467
		1935-36	128	187	14	374	93	"	93	467	35	"	"	10,512	125	"	10,562
Mysore	3' 3½"	1934-35	528	291	132	964	163	12	175	1,139	10	"	"	23,844	Nil	"	23,844
		1935-36	516	290	136	1,024	197	16	213	1,237	3	"	"	23,615	"	"	23,615
	2' 6"	1934-35	54	158	"	213	21	1	22	235	Nil	"	"	3,146	"	"	3,146
		1935-36	68	144	1	213	16	Nil	16	229	"	"	"	3,190	"	"	3,190
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1934-35	Nil	20	12	32	9	"	9	41	"	"	"	541	"	"	541
		1935-36	"	20	14	34	10	"	10	44	"	"	"	576	"	"	576
Total Class II Railways.	..	1934-35	1,582	1,394	846	6,928	1,290	145	1,435	8,363	146	208	3,030	174,062	587	††73	177,327
		1935-36	1,682	1,617	762	7,165	1,330	167	1,497	8,662	132	184	1,500	178,296	559	††72	180,020
CLASS III																	
Ahmadpur-Katwa.	2' 6"	1934-35	1	73	Nil	81	11	28	42	123	Nil	Nil	Nil	974	Nil	Nil	974
		1935-36	"	73	"	80	16	25	41	121	"	"	"	947	"	"	947
Arrah-Sasaram Light.	2' 6"	1934-35	5	108	31	144	13	"	13	157	"	"	"	1,714	"	"	1,714
		1935-36	Nil	114	20	134	8	"	8	142	"	"	"	1,570	"	"	1,570
Bankura Damodar River.	2' 6"	1934-35	"	111	Nil	113	9	42	51	164	"	"	"	1,263	"	"	1,263
		1935-36	"	110	"	115	11	45	56	171	"	"	"	1,279	"	"	1,279

* Includes light, assisting required, assisting not required, siding and departmental. ‡ Including Departmental.

† Excluding departmental.

†† Includes Internal Combustion miles 1934-35, 100 and 1935-36, 84.

(d) 72 tons of oil fuel consumed for other than Locomotive purposes.

†† Oil fuel is not converted into coal.

(e) Includes 7 tons of Oil Fuel consumed for other than Locomotive purposes.

and III Railways for the years 1934-35 and 1935-36.

(b) TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).				TOTAL NUMBER OF TONS OF COAL CONSUMED.					AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINES FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).				Railway.
For- eign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Nil	21	Nil	21	Nil	10,592	Nil	Nil	10,592	Rs. Nil	Rs. 5.75	Rs. Nil	Rs. Nil	Rs. Nil	Rs. 12.9	Rs. Nil	Rs. Nil	(Class II. Bansi Light.
"	226	"	226	"	10,462	"	"	10,462	"	5.09	"	"	"	12.5	"	"	"
"	720	"	720	"	8,271	"	"	8,271	"	3.25	"	"	"	11.3	"	"	Bengal Dooars.
"	813	"	813	"	7,969	"	"	7,969	"	2.56	"	"	"	10.4	"	"	"
"	819	9	823	3,030	19,010	111	"	22,085	8.65	5.61	13.4	"	14.8	11.7	13.4	"	Bhavnagar State.
"	854	9	857	1,500	22,494	118	"	24,041	6.75	5.31	13.2	"	12.9	11.4	13.2	"	"
"	2,271	Nil	2,271	Nil	24,179	51	"	24,199	Nil	3.72	10.0	"	Nil	16.1	10.0	"	Bikaner State.
"	2,209	"	2,209	"	22,862	45	"	22,880	"	3.80	9.20	"	"	15.8	9.20	"	"
"	2,295	"	2,295	"	14,237	Nil	"	14,237	"	3.56	Nil	"	"	10.9	Nil	"	Darjeeling- Himalayan.
"	2,259	"	2,259	"	13,646	"	"	13,646	"	3.44	"	"	"	10.6	"	"	"
"	4,198	"	4,198	"	17,047	"	"	17,047	"	7.92	"	"	"	11.8	"	"	Dibru- Sadiya.
"	3,606	"	3,606	"	16,529	"	"	16,529	"	8.53	"	"	"	11.8	"	"	"
"	323	"	323	"	13,395	59	"	13,419	"	3.51	6.50	"	"	17.3	7.80	"	"
"	375	"	375	"	14,594	47	"	14,613	"	3.17	6.50	"	"	16.5	7.30	"	Garkwar's Baroda State.
"	342	"	342	"	8,368	56	1173	8,390	"	3.50	6.50	59.0	"	17.2	6.63	76.0	"
"	202	4	204	"	7,758	53	1172	7,780	"	3.20	6.50	59.5	"	16.5	6.74	80.0	"
"	321	6	323	"	15,299	50	Nil	15,319	"	13.2	16.2	Nil	"	13.4	16.2	Nil	Gondal.
"	321	3	322	"	13,143	40	"	13,159	"	12.5	16.2	"	"	12.7	16.2	"	"
"	120	Nil	120	"	8,019	106	"	8,061	"	3.57	15.9	"	"	12.9	15.9	"	Jan nagar Dwarak.
"	117	"	117	"	7,999	86	"	8,033	"	2.75	17.4	"	"	11.7	17.4	"	"
"	452	11	457	"	8,136	59	"	8,160	"	11.6	10.0	"	"	12.3	10.0	"	Junagad State.
"	533	10	537	"	11,170	60	"	11,194	"	11.3	16.3	"	"	12.1	16.3	"	"
"	345	6	347	"	9,767	118	"	9,814	"	5.05	5.38	"	"	12.4	5.38	"	Norvi.
"	419	10	423	"	10,931	135	"	10,985	"	5.10	4.62	"	"	12.2	4.62	"	"
"	1,953	Nil	1,953	"	25,797	Nil	"	25,797	"	4.75	Nil	"	"	15.2	Nil	"	"
"	1,834	"	1,834	"	25,449	"	"	25,449	"	4.63	"	"	"	15.1	"	"	"
"	7	"	7	"	3,153	"	"	3,153	"	4.75	"	"	"	14.3	"	"	Mysore.
"	"	"	"	"	3,180	"	"	3,180	"	4.63	"	"	"	13.8	"	"	"
"	2	"	2	"	543	"	"	543	"	4.75	"	"	"	16.1	"	"	"
"	"	"	"	"	576	"	"	576	"	4.63	"	"	"	16.0	"	"	"
"	126	1	126	"	2,564	10	"	2,568	"	3.63	13.5	"	"	13.7	13.5	"	Shahdara (Leim)- Saharanpur Light.
"	61	"	61	"	3,353	11	"	3,357	"	3.25	13.5	"	"	13.0	13.5	"	"
Nil	14,315	33	14,328	3,030	188,377	620	1173	191,655									Total Class II Rail- ways.
"	13,829	36	13,843	1,500	192,125	595	1172	193,863									"
Nil	100	Nil	100	Nil	1,074	Nil	Nil	1,074	Nil	2.50	Nil	Nil	Nil	6.37	Nil	Nil	Class III. Ahmadpur Katwa.
"	96	"	96	"	1,043	"	"	1,043	"	2.44	"	"	"	6.04	"	"	"
"	354	"	354	"	2,068	"	"	2,068	"	2.37	"	"	"	8.45	"	"	Arrah- Basaram Light
"	363	"	363	"	1,933	"	"	1,933	"	2.25	"	"	"	8.19	"	"	"
"	530	"	530	"	1,793	"	"	1,793	"	2.60	"	"	"	4.73	"	"	Bankura Dumoudar River.
"	537	"	537	"	1,816	"	"	1,816	"	2.44	"	"	"	4.63	"	"	"

(a) 2½ Tons of Wood=1 Ton of Coal, and 0.55 Ton of Oil Fuel=1 Ton of Coal.

(b) For Figures relating to Oil Fuel see remarks against (d) and (e) on previous page.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thou- sands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passen- ger.	Mixed.	§ Goods.	Total (in- cluding depart- mental).	§ Shunt- ing.	* Miscellaneous.	** Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III— contd.													
Baraset- Basirhat Light.	2' 6"	1934-35	65	165	33	263	10	..	10	273	Nil	Nil	Nil
		1935-36	62	160	35	266	9	..	9	275	"	"	"
Bengal Provin- cial.	2' 6"	1934-35	1	98	Nil	99	8	2	10	109	"	"	"
		1935-36	1	96	"	97	8	2	10	107	"	"	"
Bukhtiarpur- Bihar Light.	2' 6"	1934-35	88	3	91	182	12	..	12	194	"	"	"
		1935-36	..	85	1	86	13	..	13	99	"	"	"
Burdwan- Katwa.	2' 6"	1934-35	12	121	Nil	135	24	43	67	202	"	"	"
		1935-36	11	120	"	137	23	33	56	193	"	"	"
Cooch State	2' 6"	1934-35	1	55	2	64	9	16	25	89	"	"	"
		1935-36	1	55	2	65	9	18	27	92	"	"	"
Dehri-Rohtas Light.	2' 6"	1934-35	Nil	44	Nil	44	10	Nil	10	54	11	"	"
		1935-36	"	41	"	41	9	"	9	50	10	"	"
Dholpur- State.	2' 6"	1934-35	..	58	1	59	16	2	18	77	1	"	"
		1935-36	1	59	..	60	16	1	17	77	1	"	"
Futwah- Islampur.	2' 6"	1934-35	6	46	Nil	52	2	..	2	54	Nil	"	"
		1935-36	..	52	"	52	3	..	3	55	"	"	"
Gwalior Light.	2' 6"	1934-35	3	241	40	287	52	10	62	349	"	"	"
		1935-36	4	247	36	288	50	5	55	343	"	"	"
Howrah Amta Light.	2' 0"	1934-35	180	109	15	304	5	1	6	310	"	"	"
		1935-36	174	116	24	314	6	1	7	321	"	"	"
Howrah- Sheakhala Light.	2' 0"	1934-35	17	52	1	70	1	1	2	72	"	"	"
		1935-36	37	48	1	86	2	..	2	88	"	"	"
Jagadhri Light.	2' 0"	1934-35	Nil	9	Nil	9	1	Nil	1	10	"	"	"
		1935-36	"	10	"	10	1	"	1	11	"	"	"
Jessore- Jhenidah.	2' 6"	1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provin- cial).	2' 0"	1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat- Falta.	2' 6"	1934-35	53	89	Nil	143	17	114	131	274	Nil	Nil	Nil
		1935-36	52	89	"	141	17	111	128	269	"	"	"
Kulaseka- rapatnam Light.	2' 0"	1934-35	Nil	58	1	59	Nil	Nil	Nil	59	"	"	"
		1935-36	"	64	..	64	"	"	"	64	"	"	"
Matheran Light.	2' 0"	1934-35	..	10	3	13	"	"	"	13	8	"	"
		1935-36	"	10	2	12	"	"	"	12	8	"	"
Porbandar State.	3' 3½"	1934-35	Nil	32	15	97	16	"	16	113	Nil	"	"
		1935-36	"	82	12	94	16	"	16	110	"	"	"
Tezpur- Balipara Light.	2' 6"	1934-35	"	40	Nil	40	8	"	8	48	"	"	"
		1935-36	"	45	"	45	8	"	8	53	"	"	"
Trivellore Light.	2' 0"	1934-35	45	Nil	"	45	Nil	"	Nil	45	"	"	"
		1935-36	78	"	"	78	"	"	"	78	"	"	"
Udaipur Chitorgarh.	3'	1934-35	104	62	32	204	11	"	20	224	"	"	"
		1935-36	121	61	30	221	13	4	17	238	"	"	"
Total Class III Railways.	..	1934-35	581	1,634	265	2,507	238	268	506	3,013	20	Nil	Nil
		1935-36	542	1,746	163	2,486	238	245	483	2,969	19	"	"

* Includes light, assisting required, assisting
‡ Information not available.
§ Excluding departmental.

** Including Departmental.

and III Railways for the years 1934-35 and 1935-36—contd.

TONS OF COAL CONSUMED ON LOCOMOTIVES.					TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).					TOTAL NUMBER OF TONS OF COAL CONSUMED.					Railway.
For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
Nil	3,067	Nil	Nil	3,067	Nil	1,174	Nil	Nil	1,174	Nil	4,241	Nil	Nil	4,241	CLASS III—contd. Barraset- Basirhat Light.
"	3,428	"	"	3,428	"	1,216	"	"	1,216	"	4,644	"	"	4,644	
"	1,584	"	"	1,584	"	119	"	"	119	"	1,703	"	"	1,703	
"	1,624	"	"	1,624	"	127	"	"	127	"	1,751	"	"	1,751	Bengal Provincial.
"	1,156	"	"	1,156	"	292	"	"	292	"	1,448	"	"	1,448	
"	1,207	"	"	1,207	"	315	"	"	315	"	1,522	"	"	1,522	
"	1,559	"	"	1,559	"	329	"	"	329	"	1,888	"	"	1,888	Bukhtiarpur- Bihar Light.
"	1,516	"	"	1,516	"	326	"	"	326	"	1,842	"	"	1,842	
"	1,258	12	"	1,263	"	72	"	"	72	"	1,331	12	"	1,335	
"	1,593	16	"	1,599	"	90	"	"	90	"	1,683	16	"	1,689	Cutch State.
"	2,077	Nil	"	2,077	"	157	"	"	157	"	2,234	Nil	"	2,234	
"	2,006	"	"	2,006	"	152	"	"	152	"	2,158	"	"	2,158	
"	1,132	5	"	1,134	"	Nil	"	"	Nil	"	1,132	5	"	1,131	Dholpur State.
"	1,366	4	"	1,368	"	"	"	"	"	"	1,366	4	"	1,368	
"	538	Nil	"	538	"	65	"	"	65	"	603	Nil	"	603	
"	550	"	"	550	"	59	"	"	59	"	609	"	"	609	Futwah- Islampur.
"	6,211	8	"	6,214	"	292	2	"	293	"	6,503	10	"	6,507	
"	6,353	7	"	6,356	"	290	2	"	291	"	6,643	9	"	6,647	
"	4,002	Nil	"	4,003	"	1,047	Nil	"	1,047	"	5,050	Nil	"	5,050	Gwalior Light.
"	3,989	"	"	3,989	"	1,134	"	"	1,134	"	5,123	"	"	5,123	
"	1,001	"	"	1,001	"	262	"	"	262	"	1,263	"	"	1,263	
"	997	"	"	997	"	283	"	"	283	"	1,280	"	"	1,280	Howrah Amta Light.
"	150	1	"	150	"	15	"	"	15	"	165	1	"	165	
"	178	1	"	178	"	Nil	"	"	Nil	"	178	1	"	178	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Howrah- Sheakhala Light.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
Nil	1,013	Nil	Nil	1,013	Nil	344	Nil	Nil	344	Nil	1,357	Nil	Nil	1,357	
"	978	"	"	978	"	359	"	"	359	"	1,337	"	"	1,337	Jagadhri Light.
"	2,067	"	"	2,067	"	341	"	"	341	"	2,408	"	"	2,408	
"	1,939	"	"	1,939	"	353	"	"	353	"	2,292	"	"	2,292	
"	Nil	"	27	49	"	Nil	"	"	Nil	"	Nil	"	27	49	Jessore- Jhenidah.
"	"	"	29	53	"	"	"	"	"	"	"	"	29	53	
"	403	"	Nil	403	"	"	"	"	"	"	403	"	Nil	403	
"	347	"	"	347	"	"	"	"	"	"	347	"	"	347	Jorhat (Provincial).
"	2,350	8	"	2,353	"	60	2	"	61	"	2,410	10	"	2,414	
"	2,263	9	"	2,267	"	58	1	"	58	"	2,321	10	"	2,325	
"	813	Nil	"	813	"	186	Nil	"	186	"	999	Nil	"	999	Kalighat-Falta.
"	864	"	"	864	"	135	"	"	135	"	999	"	"	999	
"	49	4	"	51	"	Nil	"	"	Nil	"	49	4	"	51	
"	66	5	"	68	"	"	"	"	"	"	66	5	"	68	Kulasekara- patnam Light
"	3,994	33	"	4,007	"	1,089	"	"	1,089	"	5,083	33	"	5,096	
"	6,020	34	"	6,033	"	1,159	"	"	1,159	"	7,179	34	"	7,192	
Nil	38,376	71	27	38,453	Nil	6,828	4	Nil	6,830	Nil	45,204	75	27	45,293	Matheran Light
"	41,080	76	29	41,163	"	7,052	3	"	7,053	"	48,132	79	29	48,216	
"					"					"					

not required, siding and departmental.

(a) 2½ tons of Wood = 1 Ton of Coal and 0.55 Ton of Oil fuel = 1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1934-35 and 1935-36—concl'd.

Railway.	Gauge.	Year.	AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.
			34	35	36	37	38	39	40	41
31	32	33								
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light	2' 6"	1934-35	Nil	2.50	Nil	Nil	Nil	8.97	Nil	Nil
		1935-36	"	2.50	"	"	"	8.73	"	"
Bengal Provincial	2' 6"	1934-35	"	2.12	"	"	"	5.19	"	"
		1935-36	"	2.13	"	"	"	5.31	"	"
Bukhtiarpur-Bihar Light	2' 6"	1934-35	"	2.37	"	"	"	8.31	"	"
		1935-36	"	2.25	"	"	"	8.00	"	"
Burdwan-Katwa	2' 6"	1934-35	"	2.50	"	"	"	6.37	"	"
		1935-36	"	2.44	"	"	"	6.04	"	"
Cutch State	2' 6"	1934-35	"	21.0	7.50	"	"	21.0	7.50	"
		1935-36	"	23.0	7.50	"	"	23.0	7.50	"
Dehri-Rohtas Light	2' 6"	1934-35	"	2.81	Nil	"	"	8.20	Nil	"
		1935-36	"	2.50	"	"	"	7.92	"	"
Dholpur-State	2' 6"	1934-35	"	3.75	9.06	"	"	15.0	9.37	"
		1935-36	"	3.37	8.75	"	"	14.3	11.2	"
Futwah-Islampur	2' 6"	1934-35	"	2.37	Nil	"	"	8.14	Nil	"
		1935-36	"	2.25	"	"	"	7.91	"	"
Gwalior-Light	2' 6"	1934-35	"	4.00	8.50	"	"	13.9	8.50	"
		1935-36	"	3.63	8.50	"	"	14.5	8.50	"
Howrah Amta Light	2' 6"	1934-35	"	2.50	Nil	"	"	7.91	Nil	"
		1935-36	"	2.50	"	"	"	7.67	"	"
Howrah-Sheakhala Light	2' 0"	1934-35	"	2.50	"	"	"	7.91	"	"
		1935-36	"	2.50	"	"	"	7.67	"	"
Jagadhri Light	2' 0"	1934-35	"	3.25	12.2	"	"	14.1	12.2	"
		1935-36	"	3.00	12.0	"	"	13.8	12.0	"
Jessore-Jhenidah	2' 6"	1934-35	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2' 0"	1934-35	Nil	10.5	Nil	Nil	Nil	12.8	Nil	Nil
		1935-36	"	10.5	"	"	"	12.8	"	"
Kalighat-Falta	2' 6"	1934-35	"	2.50	"	"	"	8.66	"	"
		1935-36	"	2.44	"	"	"	8.52	"	"
Kulasekarapatnam Light	2' 0"	1934-35	"	Nil	"	153.0	"	Nil	"	161.0
		1935-36	"	"	"	125.0	"	"	"	135.0
Matheran Light	2' 0"	1934-35	"	3.75	"	Nil	"	15.0	"	Nil
		1935-36	"	3.75	"	"	"	15.0	"	"
Porbandar State	3' 3½"	1934-35	"	12.0	20.0	"	"	13.0	20.0	"
		1935-36	"	11.0	20.0	"	"	12.0	20.0	"
Tezporo-Balipara Light	2' 6"	1934-35	"	15.3	Nil	"	"	15.3	Nil	"
		1935-36	"	15.0	"	"	"	15.0	"	"
Trivellore Light	2' 0"	1934-35	"	12.5	8.50	"	"	15.5	8.50	"
		1935-36	"	12.8	7.50	"	"	15.8	7.50	"
Udaipur-Chitorgarh	3' 3½"	1934-35	"	8.94	13.5	"	"	17.0	13.5	"
		1935-36	"	8.94	13.5	"	"	17.0	13.5	"

† Information not available.

APPENDICES.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. B.)

NOTE.—Columns headed A indicate Value of stores

„ „ B indicate Value of imported

„ „ C indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A	B	C	A	B	C	A	B	C
1	2	3	4	5	6	7	8	9	10
A. Bridge work and its parts, fittings and special fastenings.	..	..	23	56	40	15	..	8	7
B. Engineering Plant and components including all hand and power machinery.	2	67	1	3	10	1	8	1,40	10
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	72	15	24	..	6	..	2,69	1,20	10
D Permanent Way Material and Track tools—									
(a) Rails. .. ..	..	..	24	..	..	2,05	..	11	3,15
(b) Steel Sleepers. .. ..	..	..	..	..	..	..	..	..	14
(c) Cast-iron sleepers. .. ..	..	..	..	..	..	..	..	3	18
(d) wooden sleepers. .. ..	..	..	6,14	..	..	7,70	..	..	11,45
(e) Other P. W. Material. ..	50	30	28	58	7	53	..	69	3,38
Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	6,28	10	10	7,37	24	..	11,56	2,10	2,35
Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	1,32	7	16	..	2	..	5,02	63	18,87
Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	1	5	6	85	14	5	7,48	12	1,00
EV3. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	13	2	7	1	..	..	1,17	15
El6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	8	11	2	3	..	..	13	23
E1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	1,00	45	13	22	14	2	1,37	3,76
F2. Signal and Interlocking material, and their parts and fittings.	4	51	16	..	6	57	..	45	70
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	..	41	13	4	33	23	..	1,49	26
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	19	5	1	15	18	..	73	18
Gb4. Metals.	16	2,07	1,38	50	2,05	1,07	..	13,75	3,30
Gb5. Painters' Stores.	3	49	21	33	64	53	..	1,38	1,87
Gb6. Timber. .. ..	..	..	2,44	..	..	1,30	..	1	5,27
Gb7. Fuel and fuel oil. .. ..	..	..	4,31	..	7	7,27	..	17	29,11
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	18	1,41	10	42	1,69	1	27	6,02	41
All other stores not detailed in the above major heads.	9	2,23	4,67	19	3,38	5,29	85	14,81	10,79
Total	9,35	9,80	21,49	11,10	9,66	27,17	28,57	47,84	66,91

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1935-36. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	
2	..	4	..	..	5	..	..	3	..	2	9,89	A. Bridge work and its parts, fittings and special fastenings.
8	34	2	..	6	3	..	43	3	..	2,62	8	B. Engineering Plant and components including all hand and power machinery.
2,22	54	1	2	65	4	3	2,19	13	7	5,67	12	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
												D. Permanent Way Material and Track tools—
..	1	71	..	4	..	..	..	5,47	..	..	22,85	(a) Rails.
..	..	77	..	..	..	..	..	..	..	..	1,54	(b) Steel Sleepers.
..	..	..	..	..	..	..	..	..	..	..	24,46	(c) Cast iron sleepers.
..	..	10,69	..	..	8,58	..	..	11,08	..	..	11,86	(d) Wooden sleepers.
85	37	1,38	..	1	1,86	..	1,22	1,71	..	82	21,91	(e) Other P. W. Material.
5,72	66	2	1,40	27	4	..	10,95	48	10	23,53	55	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
7,35	8	6,37	89	2	..	..	7,13	5,78	..	26,77	69,06	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
37	17	57	4	6	..	..	2,43	53	..	54	1,52	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
1,06	10	8	1	9	..	..	17	31	..	1,87	1,88	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
4	5	..	12	5	..	..	58	26	..	86	20	Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
14	57	24	..	12	21	..	52	8,17	..	3,11	98	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
1,53	71	7	..	50	..	..	10	10	..	48	4,20	F2. Signal and Interlocking material, and their parts and fittings.
1,27	1,22	21	32	20	4	..	1,19	41	..	2,24	53	Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.
9	68	15	4	4	6	..	30	13	..	84	51	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
3,67	3,91	6,34	1,57	2,15	33	..	3,73	4,54	..	10,75	37,66	Gb4. Metals.
13	1,88	1,47	13	79	30	..	1,50	3,03	..	2,00	5,30	Gb5. Painters' Stores.
..	1	5,24	..	..	50	..	1	6,17	..	5	5,50	Gb6. Timber.
..	54	18,41	9	..	16,41	..	21	11,88	..	..	20,34	Gb7. Fuel and fuel oil.
4,22	2,45	5	53	1,46	3,36	..	8,42	37	..	13,19	2,79	H. (a to c). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
2,03	8,97	14,05	43	2,83	9,18	..	4,33	7,58	..	8,82	45,79	All other stores not detailed in the above major heads.
30,79	23,20	66,89	5,59	9,34	41,39	3	45,20	68,17	17	1,06,18	2,90, 1	

† Includes figures for Central Indian Coalfields Railway.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

Stores purchased. 24	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
A. Bridge work and its parts, fittings and special fastenings.	..	65	9	..	2	..	..	..	19
B. Engineering Plant and components including all hand and power machinery.	..	61	4	4	21	..	..	1,68	8
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	49	2,33	14	2,30	61	4	9	2,54	..
D. Permanent Way Material and Track tools—									
(a) Rails.	2,97	..	..	12,71	..	..	17,46
(b) Steel Sleepers.	23	..	..	2,93	..	1,30	8,17
(c) Cast iron sleepers.	7,07	..	..	1,66	..	..	76
(d) Wooden sleepers.	51	..	..	14,05	..	..	19,70
(e) Other P. W. Material. ..	.	2,28	2,07	2,53	13	1 59	..	2,85	5,23
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	17,87	79	4,49	65	3	..	18,88	10
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	21,43	5,43	3,93	2	9,82	..	57	15
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	1,60	5	76	8	2	..	4,30	44
EVb. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	1,01	2	5	28	1	..	1,87	6
Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	71	4	29	15	2	..	98	16
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	..	66	99	10	37	27	..	3,33	3,91
F2. Signal and Interlocking material, and their parts and fittings.	..	30	52	2	14	43	..	1,03	1
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	..	1,76	50	32	34	18	..	2,77	64
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	66	30	37	27	18	..	1,24	73
Gb4. Metals.	7,07	3,87	2,63	3,53	82	..	6,95	10,05
Gb5. Painters' Stores.	1,73	1,25	30	1,20	56	..	3,98	2,33
Gb6. Timber.	2	3,95	..	..	2,18	..	1	5,51
Gb7. Fuel and fuel oil.	2	34,33	..	1,01	27,19	..	9,83	39,07
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	8,88	67	1,01	2,96	2	..	7,21	—3
All other stores not detailed in the above major heads.	..	15,03	10,16	2,05	7,49	7,18	..	20,22	23,77
Total ..	49	84,62	75,99	21,19	19,46	81,89	9	91,54	1,38,49

DIX A—concla.

Nizam's State Railways) during the year 1935-36. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	
..	..	..	..	24	8	58	1,41	10,81	A. Bridge work and its parts, fittings and special fastenings.
..	2	1	9	23	14	34	8,37	55	B. Engineering Plant and components including all hand and power machinery.
..	2	..	1,28	34	10	9,91	16,29	92	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
..	..	..	..	..	..	..	..	..	D. Permanent Way Material and Track tools—
..	..	..	..	..	4,13	..	16	71,74	(a) Rails.
..	..	..	1,19	12	1,70	1,19	1,42	15,48	(b) Steel Sleepers.
..	..	..	..	..	..	..	3	34,13	(c) Cast iron sleepers.
..	..	1,62	..	..	10,07	..	..	1,13,92	(d) Wooden sleepers.
51	15	1	1,03	31	6,00	5,54	9,20	45,95	(e) Other P. W. Material.
2,67	12	..	4,20	53	..	43,79	77,90	4,46	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
17	1	40	1,98	3,31	2	21,26	60,06	1,16,66	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
..	..	..	49	17	3	10,90	9,66	4,36	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	2	..	4	16	2	1,23	6,88	2,55	E V B. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	6	22	1	53	3,85	1,03	Eb6. Trimmings, i.e., textile, fibre, and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	26	13	28	77	3,42	67	12,30	22,67	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	71	4	—5	83	1,19	1,54	5,82	7,99	F2. Signal and Interlocking material, and their parts and fittings.
..	15	3	47	53	15	2,42	12,63	3,31	Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.
..	5	1	13	16	2	64	5,31	2,50	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
7	53	21	3,06	1,94	1,61	11,66	58,43	71,18	Gb4. Metals.
2	27	12	44	1,50	28	1,38	17,16	17,25	Gb5. Painters' Stores.
..	..	9	..	..	2,02	..	11	40,17	Gb6. Timber.
..	..	1,64	..	93	9,15	9	12,78	2,19,11	Gb7. Fuel and fuel oil.
..	38	1	3,99	1,63	25	10,62	55,70	8,01	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	42	89	1,33	5,09	3,73	6,97	93,62	1,43,08	All other stores not detailed in the above major heads.
2,98	3,12	5,21	20,01	*19,01	44,12	1,30,36	4,69,09	9,57,83	Total.

*Includes Rs. 276 on account of customs duty.

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	1933-34	30,57,967	438,425	Nil	113,225
				1934-35	(a)29,35,511	(b)543,313	Nil	128,953
				1935-36	(a)28,90,556	511,106	Nil	100,395
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1933-34	17,48,995	50,402	3,595	2,100
				1934-35	18,42,180	43,718	3,995	11,522
				1935-36	(c)15,15,088	38,145	4,780	7,706
Kurharbaree and Serampore	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1933-34	72,42,679	441,398	95,007	107,958
				1934-35	(a)71,77,738	473,067	107,672	190,398
				1935-36	(a)69,50,106	420,684	124,713	167,566
Bhurkunda . .	State . .	Bihar and Orissa.	1st June 1927.	1933-34	53,28,793	78,202	Nil	25,146
				1934-35	(a)53,26,342	75,160	Nil	28,953
				1935-36	(a)53,24,592	73,631	Nil	13,269
Kargali . .	State . .	Bihar and Orissa.	18th July 1917.	1933-34	43,71,539	406,512	21,986	67,436
				1934-35	(a)42,85,734	379,497	1,828	63,847
				1935-36	(a)42,27,989	343,189	2,059	90,092
Argada . .	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	1933-34	29,20,301	173,398	Nil	21,757
				1934-35	(a)28,27,165	229,710	Nil	21,606
				1935-36	28,29,616	237,278	Nil	19,754
Talcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	1933-34	18,08,970	40,846	Nil	9,873
				1934-35	19,40,404	94,922	Nil	11,343
				1935-36	20,20,541	145,045	Nil	12,894
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	1933-34	38,55,435	1,80,004	Nil	5,058
				1934-35	(b)38,98,308	136,138	Nil	5,778
				1935-36	(a)38,87,494	150,005	Nil	6,285
Jarangdih . .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa	1st April 1927.	1933-34	79,10,829	102,930	16,322	22,134
				1934-35	(a)78,46,056	91,410	17,390	9,620
				1935-36	78,58,188	77,787	14,486	11,180
Religara . .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	1933-34	20,78,976	††	††	††
				1934-35	20,84,709	††	††	††
				1935-36	(d)20,70,027	††	††	††
Kurasia . .	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	1933-34	7,90,582	82,806	Nil	680
				1934-35	10,62,463	121,189	Nil	1,706
				1935-36	12,25,397	150,245	Nil	3,087
Kadla	East Indian and Bengal Nagpur Railways	Bihar and Orissa.	..	1933-34	7,23,136	§		§
				1934-35	7,38,124	§	§	§
				1935-36	7,38,124	§	§	§

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.

(b) Revised figures.

(c) The decrease is mainly due to adjustment of issue price of coal raised during development.

(d) The decrease is due to credit realized on account of materials sold on relinquishing the property.

DIX B.

for the years 1933-34 to 1935-36.

FOR.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.								
10	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
651,650	551,650	†	†	1,694	326	1	8	Bokaro.
672,266	672,416	†	†	1,809	372	Nil	9	
611,501	611,501	12,12,306	1·98	1,714	357	1	5	
56,097	56,097	** (b) 19,71,833	3·24	243	231	Nil	Nil	Swang.
59,235	59,235	** (b) 19,86,401	2·72	262	226	Nil	1	
50,641	50,641	2,40,638	4·75	278	182	Nil	1	
644,363	604,780	(b) 27,51,599	4·27	6,624	97	4	24	Kurharbaree and Seram- pore.
771,137	(b) 706,675	(b) 28,60,273	3·71	6,428	120	4	16	
712,963	667,430	30,07,305	4·22	5,380	133	69	37	
103,348	103,348	†	†	812	127	Nil	1	Bhurkunda.
104,113	103,413	†	†	717	134	Nil	Nil	
86,900	86,900	6,21,055	7·15	675	129	Nil	4	
495,934	495,934	18,24,787	3·68	3,711	131	2	7	Kargali.
445,172	445,172	12,21,016	2·75	9,944	148	Nil	5	
435,340	435,340	11,78,441	2·71	3,147	138	3	13	
195,155	193,674	6,58,557	3·37	879	222	Nil	1	Argada.
251,316	252,797	(b) 7,87,264	(b) 3·13	1,126	223	Nil	2	
257,032	256,952	722,598	2·81	1,336	192	Nil	2	
50,719	51,401	(b) 2,98,187	(b) 5·88	628	81	Nil	1	Taleher.
106,265	106,179	(b) 3,98,157	(b) 3·75	865	123	3	5	
157,939	158,193	5,70,402	3·61	1,209	131	3	10	
185,062	185,062	(b) 6,14,228	(b) 3·32	177	1,046	2	49	Jarangdih.
141,916	141,916	4,60,323	3·25	158	898	1	50	
156,290	156,290	5,06,751	3·24	174	898	2	93	
141,386	140,810	6,50,480	4·60	1,357	104	1	26	Rel gura.
118,420	127,668	5,29,505	4·47	1,219	97	Nil	17	
103,462	103,747	4,50,831	4·36	1,156	90	1	7	
††	††	††	††	††	††	††	††	Kurasia.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
83,486	83,476	2,85,141	3·42	440	190	Nil	2	Ked's.
122,895	122,905	4,23,028	3·44	566	217	Nil	6	
153,332	152,692	5,14,807	3·30	619	248	Nil	10	
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

† Development in progress. No working account yet opened.

†† Development work has been suspended and the colliery relinquished.

‡ Included under "Swang" separate figures not being available.

** See remarks against ‡.

§ Further Development postponed indefinitely.

1.—Statement of the Number of Servants of all races employed on each Railway system (open lines)

Railways.	Number of									
	Europeans.		Indians.							
			Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal .	63	50	10,339	10,027	5,317	5,819	215	219	125	101
Bengal & North Western.	97	95	23,171	23,118	3,706	3,677	221	225	12	11
Bengal-Nagpur .	*405	278	*54,262	55,622	*6,369	6,342	*1,568	1,735	*644	530
Bombay, Baroda & Central India.	*293	304	*48,419	48,894	11,155	11,324	*1,017	978	*163	204
Burma .	107	100	*15,206	15,367	2,415	2,318	639	639	623	589
Eastern Bengal .	187	165	36,268	34,329	13,839	14,073	629	605	192	152
East Indian .	814	713	*94,314	95,579	*24,136	24,871	*2,513	2,526	*470	543
Great Indian Peninsula.	517	488	64,236	66,420	10,343	10,443	1,535	1,555	266	293
Jodhpur .	27	27	5,318	5,622	1,592	1,620	21	27	9	8
Madras & Southern Mahratta.	*184	176	*38,608	38,499	*5,548	5,595	*1,882	1,881	*16	20
Nizam's State .	77	77	12,885	12,524	2,550	2,335	457	386	12	12
North Western .	*506	495	35,925	36,018	56,952	58,594	*1,179	1,032	6,062	6,105
Rohilkund and Kumaun.	17	19	3,792	3,725	1,711	1,796	33	36	Nil	2
South Indian .	129	117	29,063	29,500	1,996	2,025	*1,340	1,368	*3	3
Total .	*3,413	3,104	*471,806	475,244	*147,629	150,632	*13,249	13,212	*8,597	8,573
CLASS II.										
Barai Light .	9	9	1,217	1,214	195	171	13	26	Nil	Nil
Bengal-Dooars .	4	4	1,472	1,347	251	261	7	9	Nil	3
Bhavnagar State	2	2	2,945	3,209	257	270	11	6	Nil	Nil
Bikaner State .	6	8	3,098	3,225	755	819	2	2	21	32
Darjeeling-Himalayan.	8	6	1,679	1,665	51	60	21	19	4	4
Dibru-Sadiya .	10	11	1,968	1,694	306	332	4	4	27	32
Gaekwar's Baroda State.	1	1	*3,288	3,322	309	241	27	25	32	23
Gondal .	Nil	Nil	1,030	1,079	62	47	Nil	Nil	Nil	Nil
Jamnagar-Dwarka	1	Nil	991	962	208	209	1	1	Nil	Nil
Junagad State .	3	3	1,029	1,104	212	230	6	6	Nil	Nil
Morvi .	Nil	Nil	934	986	106	80	1	Nil	Nil	Nil
Mysore .	3	2	1,437	1,434	226	221	33	36	Nil	Nil
Shahdara (Delhi)-Saharanpur.	3	3	359	365	240	237	2	5	5	5
Total .	50	49	*21,447	21,606	3,178	3,178	128	139	89	99
† Class III, Total .	21	22	*5,767	5,937	*1,065	1,085	*21	23	*4	3
Railway Board & other Railway Offices.	*40	44	*2,138	2,190	*491	544	*52	49	*62	65
† Grand Total .	*3,524	3,219	*501,158	504,977	*152,363	155,439	*13,460	13,423	*8,752	8,740

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

DIX C.

only)and in the Railway Board and other Railway Offices at the close of the years 1934-35 and 1935-36.

servants employed.

Indian Christians.		Other classes.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.).		Railways
1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	
12	13	14	15	16	17	18	19	20	21	
										CLASS I.
62	78	202	234	16,260	16,278	16,313	16,328	16,313	16,328	Assam-Bengal.
208	203	5	4	27,323	27,238	27,420	27,333	27,420	27,333	Bengal & North-Western.
*986	987	*61	63	*63,890	65,279	*64,295	65,557	*64,295	65,557	Bengal-Nagpur.
1,679	1,534	1,243	1,371	*63,576	64,305	*63,869	64,609	*63,869	64,609	Bombay, Baroda & Central India.
406	355	*4,172	4,380	23,461	23,648	23,568	23,748	23,570	23,750	Burma.
207	234	13	19	51,148	49,412	51,335	49,577	51,338	49,579	Eastern Bengal.
*700	742	*149	176	*122,282	124,437	*123,096	125,150	*123,101	125,156	East Indian.
3,286	3,320	1,025	1,021	80,691	83,052	81,208	83,540	81,209	83,541	Great Indian Peninsula.
75	81	9	18	7,024	7,376	7,051	7,403	7,051	7,403	Jodhpur.
3,547	3,449	*92	79	49,693	49,523	*49,877	49,699	*49,877	49,699	Madras & Southern Mahratta.
762	741	60	61	16,726	16,059	16,803	16,136	16,803	16,136	Nizam's State.
1,037	1,059	2,209	1,910	*103,364	104,718	103,870	105,213	103,875	105,217	North Western.
7	10	Nil	Nil	5,543	5,569	5,560	5,588	5,560	5,588	Rohilkund and Kumaun.
3,649	3,743	149	155	36,200	36,794	36,329	36,911	36,329	36,911	South Indian.
*16,511	16,536	*9,389	9,491	*667,181	673,688	*670,594	676,792	*670,610	676,807	Total
										CLASS II.
47	42	1	1	1,473	1,454	1,482	1,463			Barisi Light.
3	4	5	5	1,738	1,629	1,742	1,633			Bengal-Dooars.
20	32	36	38	3,278	3,555	3,280	3,557			Bhavnagar State.
4	8	Nil	Nil	3,880	4,086	3,886	4,094			Bikaner State.
12	14	18	11	1,785	1,773	1,793	1,779			Darjeeling-Himalayan.
17	27	Nil	Nil	2,322	2,089	2,332	2,100			Dibru-Sadiya.
32	34	9	11	*3,697	3,656	*3,698	3,657			Gaekwar's Baroda State.
7	7	3	2	1,102	1,135	1,102	1,135			Gondal.
9	10	1	2	1,210	1,184	1,211	1,184			Jamnagar-Dwarka.
7	8	3	3	1,257	1,351	1,260	1,354			Junagad State.
1	1	2	2	1,044	1,069	1,044	1,069			Morvi.
Nil	Nil	139	146	1,835	1,837	1,838	1,839			Mysore.
*3	1	*Nil	Nil	609	613	612	616			Shahdara (Delhi) Saharanpur.
*171	188	*217	221	*25,230	25,431	*25,280	25,480			Total.
44	44	*27	28	6,928	7,120	6,949	7,142			† Class III Total.
48	56	2	2	*2,793	2,906	*2,833	2,950			Railway Board & other Railway Offices.
*16,774	16,834	*9,635	9,742	*702,132	709,145	695,656	712,364			† Grand Total.

*Revised figures.
†The figures for Jessore-Jhenidah Railway are not included as the information is not available.

APPENDIX C—concl'd.

II.—Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1934-35 and 1935-36.

31st MARCH 1935.																			31st MARCH 1936.																		
Name of Railway.	Euro- peans.	INDIANS.										Total No. on the Railway (Column 1 plus 8).	Europeans.	INDIANS.						Total No. on the Railway (Col. 10 plus 17).																	
		Hindus.	Muslims.	Anglo- Indians and Domi- ciled Eu- ropeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Columns 2 to 7).	Hindus.	Muslims.	Anglo- Indians and Domiciled Europeans.			Sikhs.	Indian Christians.	Other Classes.	Total (Cols. 11 to 16).																				
1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																			
State Managed Railways.																																					
Burma	28	2,102	631	539	84	254	1,161	4,771	4,799	25	2,122	614	541	82	248	1,223	4,830	4,855																			
Eastern Bengal ..	131	7,722	1,639	576	36	39	12	10,024	10,155	110	7,505	1,766	539	29	41	10	9,890	10,000																			
East Indian	*519	*15,980	*3,877	*2,352	141	214	22	*22,595	*23,114	510	15,970	3,993	2,273	140	223	19	22,618	23,128																			
Great Indian Peninsula ..	357	10,393	1,915	1,361	58	1,370	652	15,749	16,106	336	10,909	1,873	1,376	56	1,371	681	16,268	16,602																			
North Western	352	11,375	6,048	1,047	1,481	172	101	20,224	20,576	350	11,549	6,502	931	1,525	226	84	20,817	21,167																			
Railway Board and Mis- cellaneous Offices.	2	*1,816	*408	*46	*61	40	2	*2,373	*2,375	2	1,827	426	43	61	45	2	2,404	2,406																			
Total	*1,389	*49,397	*14,518	*5,921	*1,861	2,089	1,950	*75,736	*77,125	1,333	49,882	15,174	5,703	1,893	2,154	2,019	76,825	78,168																			
Company Managed Rail- ways.																																					
Assam Bengal	16	2,609	688	195	23	27	11	3,553	3,589	14	2,844	856	214	26	31	21	3,992	4,006																			
Bengal Nagpur	109	*8,185	*755	*1,142	*97	*215	15	*10,409	*10,518	100	7,978	746	1,163	91	197	10	10,185	10,285																			
B. and N. Western ..	31	3,729	1,077	224	14	74	2	5,120	5,151	35	3,728	1,102	222	12	68	2	5,134	5,169																			
B. B. and Central India ..	178	15,847	4,579	966	104	1,011	1,164	23,671	23,849	193	15,505	4,333	959	124	935	1,279	23,135	23,328																			
M. and S. Mahatta ..	*94	*7,103	882	*1,295	*5	644	121	*10,050*	*10,144	86	7,153	920	1,347	5	657	118	10,200	10,286																			
R. and Kumaon	7	637	270	31	1	6	..	945	952	5	647	304	35	1	7	1	985	1,000																			
South Indian	57	*7,236	*535	936	..	*790	7	*9,504	*9,561	48	7,217	550	930	..	806	6	9,509	9,557																			
Total	492	*45,346	*8,783	*4,789	*244	*2,767	1,320	*63,252	*63,744	481	45,072	8,911	4,870	259	2,701	1,437	63,150	63,631																			
Grand Total	*1,881	*94,743	*23,304	*10,710	*2,105	*4,856	3,270	*138,988	*140,869	1,814	94,954	23,985	10,573	2,152	4,855	3,456	139,975	141,789																			

Revised figures.

* Revised figures.

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1935-36 and the preceding four years.
[Summary of Appendices D (ii) to D (vi).]

Class of accidents. 1	1931-32. 2	1932-33. 3	1933-34. 4	1934-35. 5	1935-36 6	References. 7					
I.—Accidents to trains—											
Collisions—						Appendix D (iii) Col. 308.					
Passenger trains	65	44	65	47	59	Items 1 to 3.					
Other trains and light engines	200	161	191	166	204	" 4 to 6.					
Derailments—											
Passenger trains	294	216	234	274	273	" 7 (a) & 7 (b).					
Other trains	3,201	2,968	3,174	3,217	3,077	" 8 (a) & 8 (b).					
II.—Failure of engines and rolling stock—											
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	83	85	84	115	95	Item 9 (a) (1).					
(2) machinery, springs, etc. . .	494	458	437	441	308	" 9 (a) (2).					
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	287	201	269	224	260	" 9 (b) (1).					
(2) other causes	1,538	1,216	1,132	1,182	1,379	" 9 (b) (2).					
Failure of tyres and wheels . . .	17	11	12	33	20	" 9 (c) & 9 (d).					
ditto axles	86	54	44	51	52	" 9 (e).					
ditto brake apparatus	14	5	13	15	9	" 9 (f).					
ditto couplings and draft gear	3,575	2,017	1,917	2,029	2,025	" 9 (g).					
Other rolling stock failures . . .	†	4	345	1,748	435	" 9 (h).					
III.—Failure of permanent-way—											
Broken rails	306	350	355	323*	321	" 10 (a).					
Failure of tunnels, bridges, viaducts, culverts, etc.	7	3	6	5	4	" 10 (b).					
Flooding of portions of permanent-way	136	124	188	107	83	" 10 (c).					
Slips in cuttings or embankments	60	59	74	52	63	" 10 (d).					
IV.—Fires—											
Fire in trains	107	133	144	182	156	" 11 (a).					
Fire at stations or involving injury to bridges or viaducts.	59	62	42	33		" 11 (b).					
V.—Other accidents—					64						
Trains running over cattle on the line	8,790	9,237	9,701	9,362	9,538	" 12 (b).					
Trains running over obstructions on the line (other than those at level crossings).	168	236	193	189	201	" 12 (c).					
Trains running over obstructions or vehicles at level crossings . .	107	109	94	73	85	" 12 (d).					
Train-wrecking	32	47	20	17	10	" 12 (e).					
Attempted train-wrecking	122	131	116	107	101	" 12 (f).					
Miscellaneous	472	356	331	387	387	" 12 (g) + 12 (a).					
TOTAL	20,319	18,287	19,231	19,379	19,214	Total.					
*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—									Appendix D (ii).		
Passengers	245	808	215	761	204	785	189	794	177	787	Total (a) Col. 29.
Railway servants	201	1,819	184	1,789	177	1,975	183	2,269	164	2,398	" (b) Col. 54.
Other persons	2,322	736	2,225	698	2,307	679	2,545	790	2,599	767	" (c) Col. 54.
TOTAL	2,768	3,363	2,624	3,248	2,688	3,439	2,917	3,833	2,940	3,860	" (d) Col. 54.
B.—In accidents to trains, rolling-stock and permanent-way—											Appendix D (iii).
Passengers	8	93	6	61	21	160	15	74	5	87	Cols. 310 and 312—(Total)
Railway servants	16	157	8	79	9	123	10	107	16	135	" 314 & 316—
Other persons	32	62	41	103	45	86	32	42	98	139	" 318 & 320—
TOTAL	56	312	55	243	75	369	57	223	119	361	" 322 & 324—(Total).
C.—In accidents on railway premises not connected with the movement of railway vehicles—											Appendix D (iv).
Passengers	2	11	10	21	7	19	5	38	3	27	Cols. 352 & 353—(Total).
Railway servants	43	5,467	24	5,922	33	6,357	24	6,071	22	6,618	" 354 & 355—
Other persons	19	47	44	75	23	793	28	67	25	84	" 356 & 357—
TOTAL	64	5,525	78	6,018	63	7,174	57	6,173	50	6,729	" 358 & 359—(Total).
TOTAL PASSENGERS	255	912	231	843	232	961	209	903	185	901	A+B+C above.
TOTAL RAILWAY SERVANTS	260	7,443	216	7,790	219	8,455	217	8,447	202	9,059	
TOTAL OTHER PERSONS	2,373	845	2,310	576	2,375	1,563	2,605	899	2,722	991	
GRAND TOTAL	2,888	9,200	2,757	9,509	2,826	10,982	3,031	10,252	3,109	10,953	

Railway Servants. Other Persons. Total. Appendix D (vi).

*Number of persons killed or injured in Railway Workshops, etc., in 1935-36 not included in the above summary. Killed .. 12 3 15 Totals (b), (c) & (d) (Col. 404).

† New item, introduced from 1932-33. Injured .. 8,136 14 8,150

Number of persons killed or injured during the year 1935-36 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

		CLASS I							
Class of accident.	Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (a)	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed . . . . .	..	..	..	..	2	4	13	6
	Injured . . . . .	..	1	1	..	1	3	19	9
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed . . . . .	..	..	..	..	4	6	3	1
	Injured . . . . .	..	5	21	1	10	15	16	39
3. Crossing the line at stations	Killed . . . . .	..	..	..	1	..	2	4	1
	Injured . . . . .	..	2	..	1	..	1	2	..
4. Closing of carriage doors	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	1	..	..	2	..	..	2
5. Falling or jumping out of carriages during the running of trains.	Killed . . . . .	..	2	4	14	2	9	13	8
	Injured	10	80	25	23	22	36	20	65
6. Other accidents	Killed . . . . .	..	..	1	1	..	1	3	1
	Injured	1	4	..	5	..	4	9	55
TOTAL (a)	Killed . . . . .	..	2	5	16	8	22	36	17
	Injured	11	93	47	30	35	59	66	170
(b) RAILWAY SERVANTS.									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed . . . . .	..	..	..	..	1	1	3	..
	Injured	1	2	..	100	19	9	121	143
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed . . . . .	..	..	..	..	..	1	..	..
	Injured . . . . .	..	..	..	3	..	1	3	2
3. Passing over or standing upon buffers during shunting	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	4	..	2	1	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed . . . . .	..	..	..	..	1	..	..	..
	Injured	1	3	4	5	11	3	18	16
5. Braking, spragging or choking wheels	Killed . . . . .	..	..	..	..	..	..	..	1
	Injured . . . . .	..	..	2	2	5	1	26	24
6. Attending to ground points, marshalling trains, etc.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	..	1	2	9	2
7. Moving vehicles by capetans, turntables, props, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	..	..	5	3	..
8. Other accidents during shunting operations not included in the preceding items.	Killed . . . . .	..	..	..	..	..	..	4	5
	Injured	2	4	1	2	9	9	51	52
TOTAL (i)	Killed . . . . .	..	..	..	..	2	2	7	6
	Injured	4	9	7	116	45	32	232	239

DIX D (4).

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Acci- dents [see Col. 7 (a)].
Jodhpur.	Madras and Southern Mah- ratta.	Nizam's State.	North Western.	Rohil- kund and Kumaon.	South Indian.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36. (Cols. 24, 26 and 28.) 29	1934-35. (Cols. 23, 25 and 27.) 30	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	5	..	..	30	30	..	..	..	..	30	30	} 1
..	..	..	10	..	..	44	51	..	..	..	..	44	51	
..	..	..	5	..	2	21	21	..	2	..	..	21	23	} 2
..	..	2	18	..	1	128	97	..	..	..	1	128	98	
..	..	..	1	..	..	9	5	..	..	..	..	9	5	} 3
..	1	..	..	..	..	7	9	..	1	..	..	7	10	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	} 4
..	..	..	..	..	..	5	7	..	..	..	..	5	7	
1	3	3	35	..	7	101	113	5	3	1	2	107	118	} 5
1	41	1	87	7	52	470	506	28	10	15	15	511	531	
..	..	..	1	..	..	8	10	..	..	1	3	8	13	} 6
..	3	..	3	1	2	87	89	2	2	3	6	90	97	
1	3	3	48	..	9	170	179	5	5	2	5	177	189	} Total (a).
1	45	3	118	8	55	741	759	28	13	18	22	787	794	
1	1	..	1	..	..	8	7	..	..	..	..	8	7	} 1
1	56	17	91	..	14	568	514	3	1	5	5	578	520	
..	..	..	..	..	..	1	1	..	..	..	..	1	1	} 2
..	1	..	2	..	..	12	17	1	..	..	..	13	17	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	} 3
..	..	..	..	1	..	8	10	..	..	..	..	8	10	
..	..	..	..	..	..	1	9	..	..	..	..	1	9	} 4
..	9	..	16	..	..	86	79	2	1	..	2	88	82	
..	..	..	..	..	..	1	3	..	1	..	..	1	4	} 5
..	7	1	10	..	..	78	87	..	..	..	1	78	88	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	} 6
..	..	..	..	..	..	14	21	..	..	..	1	14	22	
..	..	..	..	..	..	..	1	..	..	..	..	..	1	} 7
..	..	..	4	..	..	12	19	..	..	..	..	12	19	
..	..	1	2	..	1	13	9	..	..	..	..	13	9	} 8
..	7	4	21	..	5	167	188	1	1	1	2	169	191	
1	1	1	4	..	1	25	30	..	1	..	..	25	31	} Total (i).
1	74	22	144	1	19	945	935	7	3	6	11	958	949	

Number of persons killed or injured during the year 1935-36 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(b) RAILWAY SERVANTS—concl'd.									
(ii) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	1	..	1	..	..	2	..
	Injured	1	1	2	3	1	2	7	6
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	1	..	..	1	..	..
	Injured	..	..	..	9	2	..	4	3
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	..	1	2	4	2
	Injured	..	3	..	4	2	4	14	46
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	2	3	9	205	268
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	..	1	1	3	5
	Injured	..	1	2	13	1	1	1	4
14. Attending to gates at level-crossings	Killed	..	1	1	1	..	..	1	1
	Injured	..	2	..	2	2	..	1	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	2	13	2	4	12	5
	Injured	1	3	1	25	2	3	9	10
16. Being caught between vehicles	Killed	..	..	..	..	..	..	3	..
	Injured	1	..	..	1	..	..	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	2	3	..
	Injured	..	..	..	15	..	..	7	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	..	3	3	5	4
	Injured	..	1	..	9	3	1	2	3
19. Miscellaneous	Killed	2	..	3	..	..	4	5	..
	Injured	..	4	5	26	14	37	54	103
TOTAL (ii).	Killed	2	3	8	15	7	17	38	17
	Injured	4	15	10	109	30	57	305	444
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	2	3	8	15	9	19	45	23
	Injured	8	24	17	225	75	89	537	683
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	..	1	..	..	3	9	7
	Injured	..	1	..	..	3	3	1	..
2. Trespassing on the line	Killed	50	189	158	147	76	183	430	170
	Injured	26	90	60	74	28	45	117	31
3. Suicides	Killed	3	6	59	9	5	29	194	76
	Injured	..	2	1	..	..	4	4	4
4. Miscellaneous	Killed	..	1	2	..	..	8	16	3
	Injured	..	7	4	2	3	16	15	4
TOTAL OTHER PERSONS (c)	Killed	53	196	220	156	81	223	649	256
	Injured	26	100	65	76	34	68	137	39
(d) GRAND TOTAL = (a) + (b) + (c)	Killed	55	201	233	187	98	264	730	296
	Injured	45	217	129	331	144	216	740	892

DIX D (ii)—concl'd.

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of class of accidents (see Col. 56).
Jodhpur. 42	Madras and Southern Mah-ratta. 43	Nizam's State. 44	North Western. 45	Rohil-kund and Kumaon. 46	South Indian 47	1935-36. 48	1934-35. 49	1935-36 50	1934-35. 51	1935-36. 52	1934-35 53	1935-36. (Cols. 48, 50 & 52.) 54	1934-35 (Cols. 49, 51 & 53.) 55	
..	..	..	1	..	..	5	5	..	1	..	..	5	6	9
1	5	2	20	..	3	54	73	7	..	..	1	61	74	
..	..	..	1	..	..	3	4	1	..	..	..	4	4	10
..	..	..	4	..	..	22	29	..	..	1	1	23	30	
..	1	..	..	..	..	11	7	1	3	..	..	12	10	11
2	3	2	24	1	2	107	98	..	1	1	..	108	99	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
..	..	..	64	..	1	553	648	1	..	2	..	556	648	
..	..	..	2	..	..	13	9	1	..	..	..	14	9	13
1	..	..	3	..	..	27	12	..	1	1	..	28	13	
..	..	..	..	..	..	5	5	..	..	..	..	5	5	14
..	1	..	..	..	..	9	9	2	..	..	..	11	9	
..	..	5	8	..	2	53	71	..	1	..	..	53	72	15
..	6	2	19	..	3	84	60	..	1	..	2	84	63	
..	..	..	..	1	..	4	6	..	..	..	..	4	6	16
..	..	..	..	..	..	3	11	..	..	..	..	3	11	
..	..	..	..	..	..	5	2	..	..	..	..	5	2	17
..	..	..	2	..	..	24	13	..	..	..	..	24	13	
..	..	2	2	..	..	19	21	..	..	1	..	20	21	18
..	1	..	2	..	..	22	28	..	2	1	..	23	30	
..	2	..	1	..	..	17	12	..	5	..	..	17	17	19
..	90	12	63	1	3	412	319	15	11	..	..	427	330	
..	3	7	15	1	2	135	142	3	10	1	..	139	152	Total (ii)
4	106	18	201	2	12	1,317	1,300	25	16	6	4	1,348	1,320	
1	4	8	19	1	3	160	172	3	11	1	..	164	183	Total (b).
5	180	40	345	3	31	2,262	2,235	32	19	12	15	2,306	2,269	
..	1	..	3	..	9	33	24	..	..	1	..	31	24	1
..	..	..	1	..	..	9	12	..	5	1	..	10	17	
4	104	11	242	17	143	1,924	1,955	30	48	14	16	1,968	2,019	2
3	22	2	83	6	28	615	652	24	16	17	25	656	693	
2	40	7	47	6	49	532	455	6	3	4	2	542	460	3
..	1	..	3	1	1	21	15	..	..	..	1	21	16	
..	4	2	6	1	8	51	38	3	4	1	..	55	42	4
..	6	1	13	3	3	77	69	1	5	2	..	80	64	
6	149	20	298	24	209	2,540	2,472	39	55	20	20	2,599	2,515	Total (c).
3	29	3	100	10	32	722	738	25	26	20	26	767	790	
8	156	31	365	25	221	2,870	2,823	47	71	23	23	2,940	2,917	Grand Total (d).
9	254	46	563	31	118	3,725	3,732	65	58	50	63	3,860	3,853	

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident	CLASS I										
	ASSAM BENGAL										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 58 and 59).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 61, 63 and 65.)	In- jured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes
8. Other derailments—											
(a) due to trains running in the wrong direction through points.
(b) other causes	..	17	17	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes
(2) machinery, springs, etc.
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes
(2) other causes
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear	..	36	36	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures
10. Failure of permanent-way—											
(a) Broken rails	..	11	11	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in outtings or embankments	..	4	4	..	..	..	..	..	..	..	..
1. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	22	22	..	..	..	..	..	..	..	..
2. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line	..	180	180	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).
(d) Trains running over obstructions or vehicles at level crossings.
(e) Train-wrecking
(f) Attempted train-wrecking	..	12	12	..	..	..	..	..	..	..	..
(g) Miscellaneous
Total	..	287	287	..	..	..	..	..	..	..	..

DIX D (iii).

stock, permanent-way, etc., during the year 1935-26 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	Passengers.		Railway servants		Other persons.		Total.		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	1	1	3	..	..	1	4	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	2	2	..	..	..	..	..	..	..	..	7 (a)
..	10	10	..	..	..	..	..	..	..	..	7 (b)
1	4	5	4	..	1	..	..	..	5	..	8 (a)
..	44	44	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	5	5	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	33	33	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	52	52	..	3	..	..	..	..	..	3	9 (f)
..	1	1	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	8	8	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	10	10	..	..	..	..	..	..	..	..	10 (c)
..	2	2	..	..	..	..	..	..	..	..	10 (d)
..	4	4	..	..	..	2	..	..	..	2	11 (a)
..	13	13	..	..	..	..	..	..	..	..	11 (b)
..	2	2	..	..	..	..	..	..	..	..	12 (a)
..	51	51	..	..	..	..	..	..	..	..	12 (b)
..	4	4	..	..	..	..	..	..	..	..	12 (c)
..	4	4	..	..	..	..	..	1	..	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	2	2	..	..	..	..	..	..	..	..	12 (f)
..	12	12	..	..	..	..	..	..	..	..	12 (g)
2	267	269	4	4	2	5	..	1	6	10	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

Class of accident.	CLASS I										
	BENGAL-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 85, 87 and 89.)	In-jured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	24	24	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	3	1	4	..	57	2	5	..	..	2	62
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	55	56	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	3	3	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	69	69	..	..	..	..	..	..	..	..
(2) other causes	..	77	77	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	120	120	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	35	35	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	163	163	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	17	17	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossing.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	12	12	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	28	28	..	1	..	3	..	2	..	6
Total	4	610	614	..	58	2	8	..	2	2	68

DIX D (iii)—contd.
permanent-way, etc., during the year 1935-36 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	Passengers.		Railway servants.		Other persons.		Total		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 98, 99 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	2	2	..	..	1	1	..	..	1	1	1
..	2	2	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	15	15	..	..	..	..	..	..	..	..	7 (a)
..	3	3	..	..	..	..	..	..	..	..	7 (b)
..	29	29	..	..	..	..	..	..	..	..	8 (a)
..	584	584	..	..	..	..	..	..	..	..	8 (b)
..	2	2	..	..	..	..	..	..	..	..	9 (a)
..	33	33	..	..	..	..	..	..	..	..	9 (a)
..	30	30	..	..	..	..	..	..	..	..	9 (b) 1
..	83	83	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	2	2	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	160	160	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	62	62	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
..	3	3	..	..	..	..	..	..	..	..	10 (c)
..	4	4	..	..	..	..	..	..	..	..	10 (d)
..	8	8	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	799	799	..	..	..	..	..	..	..	..	12 (b)
..	8	8	..	..	..	..	..	..	..	..	12 (c)
..	..	..	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	4	4	..	..	..	..	..	..	..	..	12 (f)
..	16	16	..	..	..	..	..	..	..	..	12 (g)
..	1,857	1,857	..	..	1	1	..	..	1	1	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	O L A S S I										
	BURMA.										
	Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107)	Passengers		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 109, 111 and 113.)	In-jured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes . . . . .	..	14	14	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . . . .	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	11	11	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes. . . . .	..	3	3	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	31	31	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear. . . . .	..	*69	69	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures . . . . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	4	4	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	6	5	11	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	9	9	..	..	..	1	..	2	..	3
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	6	497	503	..	..	..	3	..	..	..	3
(c) Trains running over obstructions on the line (other than those at level crossings).	..	12	12	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	11	11	..	..	..	..	1	3	1	3
(e) Train-wrecking . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking . . . . .	..	9	9	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	..	17	17	..	..	..	6	..	..	..	6
Total	16	700	716	..	..	..	10	1	5	1	15

*Includes one failure in 1934-35 reported too late for inclusion in last return.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1925-26 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.											
EASTERN BENGAL.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 106.) 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124.) 126	Injured. (Cols. 121, 123 and 125.) 127	
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	..	1	4	3	..	..	4	4	2
1	..	1	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
14	..	14	1	11	..	4	..	..	1	15	7 (b)
..	2	2	..	..	..	..	..	..	..	..	8 (a)
1	21	22	..	..	..	..	..	..	..	..	8 (b)
..	3	3	..	..	..	..	..	..	..	..	9 (a) 1
..	13	13	..	..	..	..	..	..	..	..	9 (a) 2
..	5	5	..	..	..	..	..	..	..	..	9 (b) 1
..	35	35	..	..	..	..	..	..	..	..	9 (b) 2
..	2	2	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	1	1	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	110	110	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	19	19	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
4	..	4	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
6	..	6	..	..	..	..	..	..	..	..	11 (a)
..	5	5	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	140	140	..	..	..	..	..	..	..	..	12 (b)
11	3	14	..	..	..	..	..	1	..	1	12 (c)
10	1	11	..	..	..	..	3	8	3	8	12 (d)
1	..	1	..	..	..	..	..	..	..	..	12 (e)
14	..	14	..	..	..	..	..	..	..	..	12 (f)
1	6	7	..	..	..	2	..	..	..	2	12 (g)
65	372	437	1	12	4	9	3	9	8	30	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	EAST INDIAN										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130	Other acci- dents. 131	Total. (Cols. 130 and 131.) 132	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 133, 135 and 137)	In jured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	3	..	2	..	..	..	5
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	2	2	..	3	..	..	..	..	..	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	2	2	..	2	..	2	..	..	..	4
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	25	26	..	..	..	31	..	..	..	31
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	15	15	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	32	32	..	..	..	..	..	..	..	..
(b) other causes	..	562	562	..	..	1	2	..	..	1	2
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	39	39	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	8	8	..	..	..	..	..	..	..	..
(2) other causes	..	185	185	..	..	..	..	..	..	..	..
(c) The failure of tyre	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	4	4	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	680	680	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	1	1	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	47	47	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	1	2	1	2
(c) The flooding of portions of permanent-way	1	3	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	13	13	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,175	1,175	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	6	8	..	..	..	..	6	24	6	24
(e) Train wrecking	1	1	2	..	..	1	4	..	..	1	4
(f) Attempted train wrecking	3	13	16	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	71	71	..	..	..	4	..	..	..	4
Total	8	2,920	2,928	..	8	2	60	7	26	9	84

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935 36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

GREAT INDIAN PENINSULA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	6	6	..	..	..	2	..	..	..	2	1
1	10	11	..	..	..	4	..	..	..	4	2
..	4	4	..	..	..	..	..	..	..	..	3
1	16	17	..	..	1	8	..	1	1	9	4
..	63	63	..	..	..	4	..	1	..	5	5
..	15	15	..	..	..	8	..	..	..	8	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	18	18	..	..	..	2	..	..	..	2	7 (b)
..	5	5	..	..	..	..	..	..	..	..	8 (a)
..	430	430	..	..	..	1	..	..	..	1	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	55	55	..	..	..	..	..	..	..	..	9 (a) 2
..	25	25	..	..	..	..	..	..	..	..	9 (b) 1
..	*629	629	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	3	3	..	..	..	..	..	..	..	..	9 (d)
..	403	403	..	..	..	..	..	..	..	..	9 (e)
..	33	33	..	..	..	..	..	..	..	..	9 (f)
..	29	29	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	6	6	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	91	91	..	..	..	..	..	..	..	..	11 (a)
..	5	5	..	..	..	..	..	..	..	..	11 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (a)
..	1,441	1,441	..	..	..	..	..	..	..	..	12 (b)
..	11	11	..	..	..	1	..	..	..	1	12 (c)
1	8	9	..	..	..	..	1	1	1	1	12 (d)
..	3	3	..	..	..	..	..	..	..	..	12 (e)
..	2	2	..	..	..	..	..	..	..	..	12 (f)
..	43	43	..	1	..	..	..	..	..	1	12 (g)
3	3,357	3,360	..	1	1	30	1	3	2	34	Total.

MICROCOPY

* Includes 384 Electrical Multiple units failures on suburban service.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accidents.	C L A S S										
	JOURNAL										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 154	Other acci- dents. 155	Total. (Cols. 154 & 155.) 156	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 157, 159 & 161.) 163	In- jured. (Cols. 158, 160 & 162.) 164
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines
7. Derailments of passenger trains-- (a) Due to trains running in the wrong direction through points.
(b) Other causes	8	..	8	..	..	..	4	..	..	..	4
8. Other derailments-- (a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes	1	4	5	..	..	..	..	..	1	..	1
9. Failure of engines and rolling-stock-- (a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department-- (1) boilers and tubes	..	5	5	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	13	15	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff-- (1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	15	15	..	..	..	..	..	..	..	..
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear	..	14	14	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures
10. Failure of permanent-way-- (a) Broken rails
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way	5	2	7	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments
11. Fires-- (a) Fire in trains
(b) Fire at stations, or involving injury to bridges or viaducts.
12. Other accidents-- (a) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	107	107	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.
(e) Train-wrecking
(f) Attempted train-wrecking	..	3	3	..	..	..	..	..	..	..	..
(g) Miscellaneous
Total	14	175	189	..	..	..	4	..	1	..	5

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.											
MADRAS AND SOUTHERN MAHRATTA.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents. 166	Total. (Cols. 165 & 166). 167	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 153.) 176
			Killed. 168	Injured. 169	Killed. 170	Injured. 171	Killed. 172	Injured. 173	Killed. (Cols. 168, 170 & 172.) 174	Injured. (Cols. 169, 171 & 173.) 175	
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	11	12	..	..	1	..	..	..	1	..	4
..	—	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	1	..	..	..	1	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
2	..	2	..	2	..	1	..	..	..	3	7 (b)
..	17	17	..	..	..	..	..	..	..	..	8 (a)
..	7	7	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	32	32	..	..	..	..	..	..	..	..	9 (a) 2
..	25	25	..	..	..	..	..	..	..	..	(b) 1
..	52	52	..	..	..	..	..	..	..	..	(b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
2	9	11	..	..	..	..	..	..	..	..	9 (e)
..	2	2	..	..	..	..	..	..	..	..	9 (f)
1	20	21	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	28	28	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
9	..	9	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
4	12	16	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	7	7	..	..	..	..	..	..	..	..	12 (a)
..	990	990	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
7	1	8	..	..	..	..	2	..	2	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
19	..	19	..	..	..	..	—	..	..	..	12 (f)
..	4	4	..	..	..	1	..	..	..	1	12 (g)
80	1,220	1,270	..	2	1	3	2	..	3	5	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

Class of accident.	O L A S S I										
	NIZAM'S STATE.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 178	Other acci- dents. 179	Total. (Cols. 178 & 179.) 180	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 181, 183 & 185.) 187	In- jured (Cols. 182, 184 & 186.) 188
177				181	182	183	184	185	186		
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines
7. Derailments of passenger trains—
(a) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(b) other causes
8. Other derailments—
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	2	..	..	..	2
(b) other causes	..	16	16	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—
(1) boilers and tubes.	..	0	0	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	2	2	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	37	37	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	2	2	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	73	73	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—
(a) Broken rails
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way
(d) Slips in cuttings or embankments	..	8	8	..	..	..	..	..	..	..	..
11. Fires—
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	..	..	..	..	..
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line	..	265	265	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	1	..	1	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	..	2	..	..	..	..	..	..	..	..
(e) Train wrecking.
(f) Attempted train wrecking	3	..	3	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total	8	431	439	..	..	..	2	..	..	..	2

DIX* D (iii)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents, (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 193, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
1	..	1	..	..	..	..	..	..	..	..	1
8	..	3	..	..	..	1	..	..	..	1	2
1	..	1	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	1	..	1	..	4
..	1	1	..	..	..	1	..	..	..	1	5
..	2	2	..	..	..	3	..	..	..	3	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
31	1	32	..	..	..	..	..	..	..	..	7 (b)
..	295	295	..	..	..	..	..	..	..	..	8 (a)
..	757	757	..	..	..	..	..	..	..	..	8 (b)
..	44	44	..	..	..	..	..	..	..	..	9 (a) 1
..	8	8	..	..	..	..	..	..	..	..	9 (a) 2
..	69	69	..	..	..	..	..	..	..	..	9 (b) 1
..	*88	88	..	..	..	..	..	..	..	..	9 (b) 2
1	..	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	1	1	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	73	73	..	..	..	..	..	..	..	..	9 (g)
..	279	279	..	..	..	..	..	..	..	..	9 (h)
..	49	49	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	19	19	..	..	..	..	..	..	..	..	10 (c)
1	..	1	..	..	..	..	..	..	..	..	10 (d)
1	3	4	..	..	..	..	..	..	..	..	11 (a)
..	2	2	..	..	..	..	..	..	..	..	11 (b)
..	7	7	..	..	..	..	..	..	..	..	12 (a)
..	861	861	..	..	..	..	..	..	..	..	12 (b)
2	19	21	..	..	3	1	..	..	3	1	12 (c)
12	5	17	..	..	..	..	4	11	4	11	12 (d)
1	1	2	..	..	..	..	..	..	..	..	12 (e)
..	2	2	..	..	..	..	..	..	..	..	12 (f)
..	53	53	..	..	..	..	..	..	..	..	12 (g)
59	2,640	2,699	..	..	3	6	5	11	8	17	Total.

* Includes one failure of rail motor and five of steam coaches.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I										
	ROHILKUND AND KUMAON.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 206, 207 & 209.)	In-jured. (Cols. 208, 208 & 210)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	1	..	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	3	10	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	13	13	..	..	..	..	..	..	..	..
(h) Other rolling stock failures	..	1	1	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	81	81	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	1	1	..	..	..	..	..	..	..	..
(e) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	1	14	15	..	..	..	1	..	..	..	1
Total	7	135	142	..	..	..	1	..	..	..	1

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—contd.											
SOUTH INDIAN.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols. 213 and 214.) 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.) 224
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
			216	217	218	219	220	221			
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
4	..	4	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	3	3	..	..	..	..	..	..	..	..	8 (b)
..	7	7	..	..	..	..	..	..	..	..	9 (a) 1
..	67	67	..	..	..	..	..	..	..	..	9 (a) 2
..	1	1	..	..	..	..	..	..	..	..	9 (b) 1
..	43	43	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
6	1	7	..	..	..	..	..	..	..	..	9 (e)
..	2	2	..	..	..	..	..	..	..	..	9 (f)
46	129	175	..	..	..	..	..	..	..	..	9 (g)
..	107	107	..	..	..	..	..	..	..	..	9 (h)
11	..	11	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
3	3	6	..	..	..	..	..	..	..	..	10 (c)
2	..	2	..	..	..	..	..	..	..	..	10 (d)
2	..	2	..	..	..	..	..	..	..	..	11 (a)
..	1	1	..	..	..	..	..	..	..	..	11 (b)
15	..	15	..	..	..	..	..	..	..	..	12 (a)
..	2,223	2,223	..	..	..	..	..	..	..	..	12 (b)
22	..	22	..	..	..	..	..	1	..	1	12 (c)
7	..	7	..	..	..	..	1	4	1	4	12 (d)
2	..	2	..	..	..	6	..	..	..	6	12 (e)
1	..	1	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
121	2,587	2,708	..	..	..	6	1	5	1	11	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

Class of accident.	TOTAL CLASS I								
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 226	Other acci- dents.	Total. (Cols. 226 & 227.)	Passengers.		Railway servants.		Other persons.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	1	10	11	..	3	1	5	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	8	14	22	..	5	5	11	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	7	9	..	2	..	2	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	88	92	..	..	2	39	1	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	70	70	..	..	..	5	..	1
6. Collisions between light engines	..	37	37	..	..	..	17	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	13	19	32	..	..	..	..	..	..
(b) Other causes	66	36	102	1	70	2	16	..	..
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	1	388	389	4	..	1	2	..	..
(b) Other causes	6	2,524	2,530	..	..	1	3	..	1
9. Failure of engines and rolling stock—									
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	77	77	..	..	..	..	..	..
(2) machinery, springs, etc.	..	283	283	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	243	243	..	..	..	..	..	..
(2) other causes	..	1,311	1,311	..	..	..	..	..	..
(c) The failure of tyres	1	10	11	..	..	..	..	..	..
(d) Ditto wheels	..	4	4	..	..	..	..	..	..
(e) Ditto axles	8	24	32	..	..	..	..	..	..
(f) Ditto brake apparatus	..	8	8	..	..	..	..	..	..
(g) Ditto couplings and draft gear	47	1,952	1,999	..	3	..	..	..	..
(h) Other rolling stock failures	..	426	426	..	..	..	..	..	..
10. Failure of permanent-way—									
(a) Broken rails	11	293	304	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts culverts, etc.	..	2	2	..	..	..	..	1	2
(c) The flooding of portions of permanent-way.	28	46	74	..	..	..	..	..	..
(d) Slips in cuttings or embankments	3	29	32	..	..	..	..	..	..
11. Fires—									
(a) Fire in trains	13	136	149	..	..	..	3	..	2
(b) Fire at stations, or involving injury to bridges or viaducts.	..	58	58	..	..	..	..	..	..
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	15	34	49	..	..	..	..	..	..
(b) Trains running over cattle on the line	6	8,973	8,979	..	..	..	3	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	36	90	126	..	..	3	2	..	2
(d) Trains running over obstructions or vehicles at level-crossings.	41	37	78	..	..	..	..	18	52
(e) Train-wrecking	5	5	10	..	..	1	10	..	..
(f) Attempted train-wrecking	40	59	99	..	..	..	..	..	..
(g) Miscellaneous	2	265	267	..	2	..	17	..	2
Total	357	17,558	17,915	5	85	16	135	20	63

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.		CLASS II RAILWAYS.												Serial No of class of accidents (See column No. 225.)
		BARSI LIGHT.			BENGAL DOOARS			BHAVNAGAR STATE.			BIKANER STATE.			
Total.		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 237	Other acci- dents.	Total. (Cols. 237 and 238.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 240	Other acci- dents.	Total. (Cols. 240 and 241.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 243	Other acci- dents.	Total. (Cols. 243 and 244.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 246	Other acci- dents.	Total. (Cols. 246 and 247.)	
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)														238	239	241	242	244	245	247	248	249
1	8	..	..	..	..	..	..	..	..	..	..	..	..	1
5	16	..	..	..	..	1	1	..	..	..	..	..	..	2
..	4	..	..	..	..	..	..	..	..	..	..	..	..	3
3	40	..	..	..	..	..	..	..	..	..	..	..	..	4
..	6	..	..	..	..	..	..	..	..	..	..	..	..	5
..	17	..	..	..	..	..	..	1	..	1	..	1	1	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
3	86	4	..	4	..	..	..	..	..	..	6	..	6	7 (b)
5	2	..	..	..	..	..	..	..	..	..	..	1	1	8 (a)
1	4	..	20	20	..	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	8	8	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	13	13	..	..	..	9 (a) 2
..	..	..	4	4	..	1	1	..	..	..	2	1	3	9 (b) 1
..	..	..	7	7	..	4	4	..	..	..	3	1	4	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	3	..	3	3	..	1	1	..	..	..	1	..	1	9 (g)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	9 (h)
1	2	1	1	2	..	..	..	..	..	..	..	4	4	10 (a)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	2	..	2	10 (c)
..	5	..	..	..	..	..	..	1	..	1	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	1	1	..	..	..	11 (a)
..	..	..	2	2	..	..	..	..	..	..	..	..	..	11 (b)
..	8	..	45	45	..	4	4	..	59	59	..	57	57	12 (a)
3	4	..	3	3	..	..	..	..	1	1	..	..	..	12 (b)
18	52	..	..	..	1	..	1	..	..	..	..	..	..	12 (c)
1	10	..	..	..	..	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	21	..	..	..	..	..	..	..	..	..	1	4	5	12 (f)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (g)
41	283	6	85	91	1	13	14	2	82	84	15	69	84	Total.

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,*

Class of accident.	CLASS II										
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 251	Other acci- dents.	Total. (Cols. 251 and 252.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 254	Other acci- dents.	Total. (Cols. 254 and 255.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 257	Other acci- dents.	Total. (Cols. 257 and 258.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 260	Other acci- dents.
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines
7. Derailments of passenger trains—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	105	..	105	..	..	..	1	1	2	..	..
8. Other derailments—	1
(a) Due to trains running in the wrong direction through points.	11
(b) Other causes	37	..	37	..	..	..	..	18	18	..	..
9. Failure of engines and rolling-stock—
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—	1
(1) boilers and tubes
(2) machinery, springs, etc.
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes
(2) other causes	4	4	..	26	26	..	..
(c) The failure of tyres	..	5	5	..	..	..	..	..	..	..	..
(d) Ditto wheels
(e) Ditto axles	..	8	8	..	..	..	..	..	..	..	1
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear.
(h) Other Rolling Stock failures.
10. Failure of permanent way—	1
(a) Broken rails	11	11	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent way	4	..	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	3	31	34	..	..	..	..	..	..	..	..
11. Fires—
(a) Fire in trains	5	5	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	5	5	..	..
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.	1	1	..	..
(b) Trains running over cattle on the line.	..	3	3	..	22	22	..	82	82	..	14
(c) Trains running over obstructions on the line (other than those at level crossings).	44	44	..	4
(d) Trains running over obstructions or vehicles at level crossings
(e) Train-wrecking
(f) Attempted train wrecking	2
(g) Miscellaneous	40	40	..	..
Total	149	49	198	..	26	26	1	233	234	..	35

DLX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

DAL.		JAMNAGAR AND DWARKA.		JUNAGAD STATE.			MORVI.			Serial No. of class of accidents. (See columns No 250.)
Total. (Cols. 260 and 261.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 263	Other acci- dents.	Total. (Cols. 263 and 264.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 266	Other acci- dents.	Total. (Cols. 266 and 267.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 269	Other acci- dents.	Total (Cols. 269 and 270.)	
262	263	264	265	266	267	268	269	270	271	272
..	1
..	2
..	3
..	4
..	2	2	5
..	6
..	1	..	1	7 (a)
..	7 (b)
1	5	5	8 (a)
11	..	7	7	..	..	..	..	4	4	8 (b)
1	3	3	..	2	2	9 (a) (1)
..	4	4	9 (a) (2)
..	9 (b) (1)
..	..	1	1	..	..	..	..	..	..	9 (b) (2)
..	9 (c)
1	1	1	..	..	..	9 (d)
..	9 (e)
..	9 (f)
..	9 (g)
..	7	7	..	..	..	9 (h)
1	10 (a)
..	10 (b)
..	2	..	2	10 (c)
..	10 (d)
..	11 (a)
..	11 (b)
..	1	1	12 (a)
14	..	36	36	..	21	21	1	15	16	12 (b)
4	2	2	..	..	..	12 (c)
..	2	2	..	..	..	12 (d)
..	12 (e)
..	12 (f)
2	..	1	1	..	..	..	..	..	..	12 (g)
35	..	45	45	..	36	36	4	33	37	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS.									TOTAL CLASS II		
	MYSORE RAILWAYS.			SHAHNARA (DELHI). SAHARANPUR LIGHT.			Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.			Passengers.		
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 274 and 275.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 277 and 278.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 280 and 281.)	Railway servants.		
	274	275	276	277	278	279	280	281	282	Killed.	In- jured.	Killed.
273										283	284	285
1. Collisions between passenger trains or parts of passenger trains.	1	1	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	2	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	2	..	..	..
6. Collisions between light engines	1	1	2	..	..	..
7. Derailments of passenger trains—												
(a) Due to trains running in the wrong direction through points.	1	1	1	..	..	..
(b) Other causes	116	1	117	..	..	..
8. Other Derailments—												
(a) Due to trains running in the wrong direction through points.	7	7	..	..	..
(b) Other causes	2	2	37	62	99	..	..	..
9. Failure of engines and rolling-stock—												
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes	1	1	..	15	15	..	..	..
(2) machinery, springs, etc.	3	3	..	20	20	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes	3	3	..	..	..	2	9	11	..	..	..
(2) other causes	5	5	..	..	..	3	48	51	..	..	..
(c) The failure of tyres	5	5	..	..	..
(d) Ditto wheels
(e) Ditto axles	2	2	..	12	12	..	..	..
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear.	..	10	10	..	2	2	1	16	17	..	..	..
(h) Other Rolling Stock failures	9	9	..	..	..
10. Failure of permanent way—												
(a) Broken rails	1	1	..	17	17	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	1	2	..	..	..
(c) The flooding of portions of permanent-way.	7	..	7	..	..	..
(d) Slips in cuttings or embankments	5	31	36	..	..	..
11. Fires—												
(a) Fire in trains	1	5	6	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	6	6	..	..	..
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed.	1	1	..	5	5	..	..	..
(b) Trains running over cattle on the line	..	103	103	..	2	2	1	463	464	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	3	3	..	58	58	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	2	3	..	..	..
(e) Train-wrecking
(f) Attempted train-wrecking
(g) Miscellaneous	2	2	..	..	..	1	49	50	..	..	..
Total	..	124	124	..	17	17	178	847	1,025	..	..	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.												Serial No. of class of accident. (See col. No. 273.)
Railway servants.		Other persons.		Total.	Accidents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 291	Other accidents. 292	Total. (Cols. 291 and 292.) 293	Passengers.		Railway servants.		Other persons.		Total.			
In- jured. 286	Killed. 287	In- jured. 288	Killed. (Cols. 283, 285 and 287.) 289	In- jured. (Cols. 284, 286 and 288.) 290				Killed. 294	Injured. 295	Killed. 296	In- jured. 297	Killed. 298	In- jured. 299	Killed. (Cols. 294, 296 and 298.) 300	In- jured. (Cols. 295, 297 and 299) 301		
			302														
..	1		
..	14	..	14	..	2	..	..	..	5	..	7	2	
..	3	
..	1	..	1	..	..	..	..	..	..	..	..	4	
..	5	
..	6	
..	3	3	..	..	..	..	..	..	..	..	7 (a)	
..	11	7	18	..	..	..	..	..	..	..	..	7 (b)	
..	5	5	..	..	..	..	..	..	..	..	8 (a)	
..	5	42	47	..	..	..	..	..	..	..	..	8 (b)	
..	3	3	..	..	..	..	..	..	..	..	9 (a) (1)	
..	5	5	..	..	..	..	..	..	..	..	9 (a) (2)	
..	6	6	..	..	..	..	..	..	..	..	9 (b) (1)	
..	17	17	..	..	..	..	..	..	..	..	9 (b) (2)	
..	9 (c)	
..	9 (d)	
..	5	3	8	..	..	..	..	..	..	..	..	9 (e)	
..	1	1	..	..	..	..	..	..	..	..	9 (f)	
..	3	6	9	..	..	..	..	..	..	..	..	9 (g)	
..	9 (h)	
..	10 (a)	
..	10 (b)	
..	2	..	2	..	..	..	..	..	..	..	..	10 (c)	
..	10 (d)	
..	1	1	..	..	..	..	..	..	..	..	11 (a)	
..	11 (b)	
..	1	7	8	..	..	..	..	..	..	..	..	12 (a)	
..	73	70	73	70	5	90	95	..	..	..	..	4	..	4	..	12 (b)
..	3	14	17	..	..	..	..	..	..	..	..	12 (c)	
..	1	..	1	..	1	3	4	..	..	..	..	..	..	..	..	12 (d)
..	12 (e)	
..	1	1	2	..	..	..	..	..	..	..	..	12 (f)	
..	2	6	8	..	..	..	..	..	1	..	1	12 (g)	
..	74	70	74	70	54	220	274	..	2	..	..	4	6	4	8	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
distinguishing between the different classes of accidents and the number of passengers, railway

Class of accident.	TOTAL ALL									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers			
							Killed.		Injured.	
	1935-36. 304	1934-35. 305	1935-36. 306	1934-35. 307	1935-36. 308	1934-35. 309	1935-36. 310	1934-35. 311	1935-36. 312	1934-35. 313
303										
1. Collisions between passenger trains or parts of passenger trains.	1	1	11	6	12	7	..	..	3	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	22	19	16	13	38	32	..	..	7	16
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	..	7	8	9	8	..	..	2	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	5	88	77	93	82	..	..	..	..
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	72	49	72	51	..	..	..	..
6. Collisions between light engines	1	..	38	33	39	33	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	14	10	22	28	36	38	..	..	..	..
(b) Other causes	193	161	44	75	237	236	1	..	70	16
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	1	6	400	418	401	424	4	..	..	..
(b) Other causes	48	40	2,628	2,753	2,676	2,793	..	..	..	1
9. Failure of engines and rolling stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes . . . . .	..	..	95	115	95	115	..	..	..	..
(2) machinery, springs, etc. . . . .	..	..	308	441	308	441	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	2	..	258	224	260	224	..	..	..	..
(2) other causes	3	..	1,376	1,182	1,379	1,182	..	..	..	..
(c) The failure of tyres	1	..	15	27	16	27	..	..	..	..
(d) Ditto wheels . . . . .	..	1	4	5	4	6	..	..	..	..
(e) Ditto axles	13	8	39	43	52	51	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	9	15	9	15	..	..	..	..
(g) Ditto couplings and draft gear	51	42	1,974	1,987	2,025	2,029	..	..	3	..
(h) Other Rolling Stock failures . . . . .	..	4	435	744	435	748	..	..	..	..
10. Failure of Permanent way—										
(a) Broken rails	11	6	310	317	321	323	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	1	3	4	4	5	..	9	..	4
(c) The flooding of portions of permanent way.	37	12	46	95	83	107	..	..	..	..
(d) Slips in cuttings or embankments	8	33	60	19	68	52	..	..	..	7
11. Fires—										
(a) Fire in trains	14	12	142	170	156	182	..	2	..	5
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	64	32	64	33	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	16	18	46	54	62	72	..	..	..	..
(b) Trains running over cattle on the line	12	6	9,526	9,356	9,538	9,362	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	39	43	162	146	201	189	..	3	..	5
(d) Trains running over obstructions or vehicles at level crossings.	43	39	42	34	85	73	..	..	..	1
(e) Train-wrecking	5	3	5	14	10	17	..	1	..	10
(f) Attempted train-wrecking	41	44	60	63	101	107	..	..	..	..
(g) Miscellaneous	5	9	320	306	325	315	..	..	2	8
Total	589	526	18,625	18,653	19,214	19,379	5	15	87	74

DIX. D (iii)—concl'd.

stock, permanent-way, etc., during the years 1934-35 and 1935-36 on all railways open for traffic.
servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				Other persons.				Grand Total.				Serial No. of class of accident. (See column No. 303.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1935-36. 314	1934-35. 315	1935-36. 316	1934-35. 317	1935-36. 318	1934-35. 319	1935-36 320	1934-35. 321	(Cols. 310, 314 and 318.) 1935-36. 322	(Cols. 311, 315 and 319.) 1934-35. 323	(Cols. 312, 316 and 320.) 1935-36 324	(Cols. 313, 317 and 321.) 1934-35. 325	
1	..	5	4	..	..	..	..	1	..	8	5	1
5	..	11	11	..	..	5	1	5	..	23	28	2
..	..	2	..	..	..	..	..	..	..	4	..	3
2	..	39	21	1	1	1	1	3	1	40	22	4
..	1	5	2	.	2	1	..	..	3	6	2	5
..	..	17	13	..	..	..	..	..	..	17	13	6
..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
2	..	16	14	..	..	..	..	3	..	86	30	7 (b)
1	..	2	5	..	..	..	..	5	..	2	5	8 (a)
1	1	3	8	..	1	1	..	1	2	4	9	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	1	..	..	..	..	..	..	..	1	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	2	..	..	..	..	..	..	..	2	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	..	..	..	..	3	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	4	..	1	1	..	2	..	1	13	2	5	10 (b)
..	..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	1	..	..	..	..	..	..	..	8	10 (d)
..	..	3	2	..	..	2	..	..	2	5	7	11 (a)
..	..	..	1	..	..	..	..	..	..	..	1	11 (b)
..	..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	3	..	77	14	70	19	77	14	73	19	12 (b)
3	1	2	1	..	..	2	1	3	4	4	7	12 (c)
..	..	..	..	19	7	52	11	19	7	52	12	12 (d)
1	1	10	4	..	..	..	..	1	2	10	14	12 (e)
..	..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	2	17	16	..	7	3	9	..	9	22	33	12 (g)
16	10	135	107	98	32	139	42	119	57	361	223	Total.

Number of persons killed or injured during the year 1935-36 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.
							(Cols. 328, 330 and 332.) 334	(Cols. 329, 331 and 333.) 335							(Cols. 336, 338 and 340.) 342	(Cols. 337, 339, and 341.) 343
327	328	329	330	331	332	333			336	337	338	339	340	341		
1. Ascending or descending steps at stations.	..	5	..	7	..	..	..	12	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	22	..	1	..	23	..	..	..	..	..	..	..	..
3. Falling off platforms	1	1	..	4	..	..	1	5	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	4	791	1	11	5	802	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	231	..	3	..	234	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	2	80	..	..	2	80	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	272	..	6	..	278	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	2	284	..	1	2	285	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	..	1	5	141	5	11	10	153	..	..	..	1	2	..	2	1
10. Stumbling whilst walking on the line or platforms.	..	8	..	143	7	15	7	166	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	1,769	..	..	..	1,769	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	3	..	..	..	3	..	..	..	..	..	..	..	..
13. Working on the line or insidings.	1	985	1	5	2	990	..	..	..	3	..	..	..	3
14. Miscellaneous	1	10	8	1,867	9	31	18	1,908	..	..	..	10	..	..	..	10
Total	2	25	22	6,599	23	84	47	6,708	..	..	..	14	2	..	2	14

DIX D (iv).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 344, 346 and 348.)	In-jured. (Cols. 345, 347 and 349.)	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 352, 354 and 356.)	In-jured. (Cols. 353, 355 and 357.)	
344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360
..	5	..	7	..	..	..	12	1. Ascending or descending steps at stations.
..	22	..	1	..	23	2. Being struck by barrows, by falling over packages, etc., on platform.
..	1	1	..	4	..	..	1	5	3. Falling off platforms.
..	4	791	1	11	5	802	4. Loading, unloading or sheeting wagons.
..	231	..	3	..	234	5. Moving or carrying goods at stations, etc.
..	2	80	..	..	2	80	6. Working at cranes or capstans.
..	272	..	6	..	278	7. Falling off wagon doors, lamps, bales of goods, etc.
..	2	284	..	1	2	285	8. Falling off, or getting on or off, stationary engines or vehicles.
..	1	5	142	7	11	12	154	9. Falling off platforms, ladders, scaffolds, etc.
1	2	..	2	..	..	1	4	1	10	..	145	7	15	8	170	10. Stumbling whilst walking on the line or platforms.
..	1,769	..	..	..	1,769	11. Attending to stationary engines in sheds.
..	3	..	..	..	3	12. Being trampled on or kicked by horses.
..	1	988	1	5	2	993	13. Working on the line or in sidings.
..	3	..	..	..	3	1	10	8	1,880	9	31	18	1,921	14. Miscellaneous.
1	2	..	5	..	..	1	7	3	27	22	6,618	25	84	50	6,729	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1935-36
[The figures in this statement represent the number of railway servants

Railway system	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.
361	362	363	364	365	366	367	368	369	370	371	372	373
Assam-Bengal	..	..	5	62.5	2	100.0	3	37.5	..	..	..	..
Bengal and North-Western	1	33.3	9	37.5	2	66.7	15	62.5	..	..	..	..
Bengal-Nagpur	1	12.5	1	5.88	7	87.5	16	94.1	..	..	..	..
Bombay, Baroda and Central India.	8	53.3	186	82.7	7	46.7	30	13.3	..	..	9	4.00
Burma	5	55.6	69	92.0	4	44.4	6	8.00	..	..	..	..
Eastern Bengal	5	26.3	38	42.7	14	73.7	49	55.1	..	..	2	2.25
East Indian	42	93.3	534	99.4	2	4.44	..	..	1	2.22	3	0.56
Great Indian Peninsula	17	73.9	659	96.5	6	26.1	15	2.20	..	..	9	1.32
Jodhpur	1	100.0	..	..	..	..	5	100.0	..	..	..	..
Madras and Southern Mahratta	3	75.0	163	90.6	1	25.0	17	9.44	..	..	..	..
Nizam's State	5	62.5	25	62.5	3	37.5	15	37.5	..	..	..	..
North Western	19	100.0	343	99.4	..	..	2	0.58	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	1	100.0	3	100.0	..	..	..	..
South Indian	3	100.0	26	83.9	..	..	5	16.1	..	..	..	..
Total	110	68.8	2,058	91.0	49	30.6	181	8.00	1	0.63	23	1.42

DIX D (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed. 374	Percent- age of total. 375	Injured. 376	Percent- age of total. 377	Killed. 378	Percent- age of total. 379	Injured. 380	Percent- age of total. 381	Killed. (Cols. 362, 366, 370, 374 and 378.) 382	Injured. (Cols. 364, 368, 372, 376 and 380.) 383	
..	2	8	Assam-Bengal.
..	3	24	Bengal and North-Western
..	8	17	Bengal-Nagpur.
..	15	225	Bombay, Baroda and Centr India.
..	9	75	Burma.
..	19	89	Eastern Bengal.
..	45	537	East Indian.
..	23	683	Great Indian Peninsula.
..	1	5	Jodhpur.
..	4	180	Madras and Southern Mah- ratta.
..	8	40	Nizam's State.
..	19	345	North Western.
..	1	3	Rohilkund and Kumaon.
..	3	31	South Indian.
..	160	2,262	Total.

Number of accidents which occurred during the year 1935-36 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nag-pur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
385	386	387	388	389	390	391	392	393	394
(a) Total number of accidents..	..	2	14	51	2,063	74	398	1,916	1,365
<i>(b) Affecting Railway Servants.</i>									
1. Railway workshops ..	Killed ..	..	..	..	1	..	1	6	..
	Injured ..	..	3	47	2,062	66	390	1,896	1,365
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	1	..	1	..	..	..	..	..
	Injured ..	1	1	..	..	..	..	..	..
Total (b) ..	Killed ..	1	..	1	1	..	1	6	..
	Injured ..	1	4	47	2,062	66	390	1,896	1,365
<i>(c) Affecting other persons.</i>									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	12	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	1	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
Total (c) ..	Killed ..	..	1	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	13	..
(d) GRAND TOTAL = (b + c)	Killed ..	1	1	2	1	..	1	6	..
	Injured ..	1	4	47	2,062	66	391	1,909	1,365

DIX D (vi).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.										No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 401, 402 and 403).	
395	396	397	398	399	400	401	402	403	404	405
..	506	668	737	6	324	8,124	67	..	8,191	(a) Total number of accidents.
..	2	..	..	..	..	10	..	..	10	(b) Affecting Railway Servants.
..	504	668	737	6	323	8,067	67	..	8,134	Killed } 1
..	..	..	..	..	..	..	..	..	..	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	..	..	..	..	..	..	..	Killed } 3
..	..	..	..	..	..	..	..	..	..	Injured } 3
..	..	..	..	..	..	..	..	..	..	Killed } 4
..	..	..	..	..	..	..	..	..	..	Injured } 4
..	..	..	..	..	..	2	..	..	2	Killed } 5
..	..	..	..	..	..	2	..	..	2	Injured } 5
..	2	..	..	..	..	12	..	..	12	Killed } Total (b).
..	504	668	737	6	323	8,069	67	..	8,136	Injured } Total (b).
..	..	..	..	..	..	..	..	..	..	(c) Affecting other persons.
..	..	..	..	..	..	..	..	..	..	Killed } 1
..	..	..	..	..	..	13	..	..	13	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	..	..	1	1	..	..	1	Killed } 3
..	..	..	..	..	..	1	..	..	1	Injured } 3
..	..	..	..	..	..	1	..	..	1	Killed } 4
..	..	..	..	..	..	..	..	..	..	Injured } 4
..	..	..	..	..	..	1	..	..	1	Killed } 5
..	..	..	..	..	..	..	..	..	..	Injured } 5
..	..	..	..	..	1	3	..	..	3	Killed } Total (c).
..	..	..	..	..	..	14	..	..	14	Injured } Total (c).
..	2	..	..	..	1	15	..	..	15	Killed } GRAND TOTAL (d)
..	504	668	737	6	323	8,083	67	..	8,150	Injured } GRAND TOTAL (d)

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
CLASS I RAILWAYS.									
Assam-Bengal	3' 3½"	204	97.1	842	95.7	2.85	5,776	87.9	2.29
Bengal and North-Western	3' 3½"	392	71.7	1,571	66.7	13.6	12,229	Nil	0.83
Bengal Nagpur	{ 5' 6" 2' 6"	870 115	99.9 93.0	1,164 433	95.9 91.2	4.12 Nil	23,119 1,989	75.7 87.0	24.3 0.10
Bombay, Baroda and Central India.	{ 5' 6" 3' 3½" 2' 6"	363 461 26	100.0 100.0 Nil	†940 1,489 68	100.0 99.9 Nil	Nil 0.07 Nil	9,963 9,301 329	92.3 34.7 Nil	4.93 11.5 Nil
Burma	3' 3½"	389	99.5	1,306	86.2	5.28	9,619	41.1	1.62
Eastern Bengal	{ 5' 6" 3' 3½" 2' 6"	302 212 10	100.0 100.0 Nil	1,037 1,001 48	99.7 87.7 Nil	0.29 12.3 Nil	8,310 5,596 27	57.3 36.5 Nil	42.1 2.45 Nil
East Indian	5' 6"	1,584	99.2	3,413	98.7	1.05	51,285	77.7	19.9
Great Indian Peninsula	{ 5' 6" 2' 6"	728 22	100.0 Nil	2,105 52	100.0 Nil	Nil Nil	19,506 235	92.2 Nil	7.40 Nil
Jodhpur	3' 3½"	107	77.6	335	82.1	3.28	2,689	4.06	1.26
Madras and Southern Mahratta.	{ 5' 6" 3' 3½"	301 355	99.3 74.9	980 1,108	97.4 87.1	2.55 5.78	6,453 7,875	80.7 3.01	19.2 41.8
Nizam's State	{ 5' 6" 3' 3½"	85 87	100.0 85.1	192 191	99.0 100.0	1.00 Nil	2,286 1,501	74.7 33.8	23.3 1.13
North Western	{ 5' 6" 2' 6"	1,240 101	99.2 Nil	3,783 373	99.0 88.2	0.92 Nil	29,241 910	91.9 75.4	8.02 0.77
Rohilkund and Kumaon	3' 3½"	76	69.7	227	54.2	15.9	2,959	0.91	0.30
South Indian	{ 5' 6" 3' 3½" 2' 6"	153 387 11	100.0 100.0 54.5	450 †1,475 35	97.3 93.6 Nil	2.67 4.70 Nil	2,511 6,790 78	80.3 4.00 Nil	18.8 3.95 Nil
Total		8,381	94.5	24,598	93.0	3.13	220,577	64.8	14.1
CLASS II RAILWAYS.									
Barsi Light	2' 6"	‡36	83.3	‡122	100.0	Nil	286	43.7	56.3
Bengal Doars	3' 3½"	19	47.4	72	15.3	40.3	450	0.22	Nil
Bhavnagar State	3' 3½"	37	75.7	192	90.1	7.81	1,100	0.36	1.18
Bikaner State	3' 3½"	54	50.0	184	32.1	15.8	1,258	6.12	0.24
Darjeeling Himalayan	2' 0"	35	2.90	129	100.0	Nil	527	100.0	Nil
Dibru Sadiya	3' 3½"	27	96.2	64	89.0	17.1	1,208	35.5	73.3
Gaekwar's Baroda State	{ 3' 3½" 2' 6"	22 38	95.5 Nil	86 167	98.8 Nil	1.16 Nil	317 878	20.5 Nil	2.84 Nil
Gondal	3' 3½"	20	100.0	110	91.8	8.18	411	0.24	3.41
Jamnagar and Dwarka	3' 3½"	17	70.6	75	70.7	93.3	604	95.1	7.61
Junagad State	3' 3½"	17	100.0	143	93.7	5.59	360	5.83	30.8
Morvi	3' 3½"	21	90.5	118	97.5	2.54	312	3.52	5.13
Mysore	{ 3' 3½" 2' 6" 2' 0"	47 10 6	89.4 90.0 Nil	186 30 5	90.0 10.0 Nil	6.20 Nil Nil	597 88 52	63.0 3.00 Nil	2.00 96.0 Nil
Shahdara (Delhi)-Saharanpur	2' 6"	10	Nil	49	Nil	Nil	157	Nil	Nil
Total		416	62.7	1,732	69.9	10.7	8,605	24.8	15.7
GRAND TOTAL (CLASS I & II RLYS.)		8,797	93.0	26,330	91.5	3.63	229,182	63.3	14.2

† Includes 48 Trailer Coaches (Electric).

‡ Includes 2 Steam Coaches.

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1936.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	
716	Nil	91.9	Nil	227	221	448	Nil	100.0	99.5	99.8	22 CLASS I RAILWAYS.
1,354	Nil	100.0	60	492	78	630	100.0	48.4	100.0	54.6	
(b)883	6.68	93.3	63	390	180	633	100.0	98.0	97.3	98.0	Bengal and North Western
(b)395	Nil	91.4	11	184	51	246	100.0	82.9	58.6	76.9	
743	Nil	100.0	Nil	286	131	417	Nil	94.7	69.9	80.7	Bombay, Baroda Central India.
1,275	Nil	100.0	Nil	662	246	908	Nil	89.6	100.0	92.2	
68	Nil	33.8	Nil	31	23	54	Nil	73.8	100.0	83.1	
1,001	Nil	87.2	Nil	444	272	716	Nil	89.9	88.9	89.5	Burma.
769	Nil	100.0	5	176	227	408	100.0	77.5	68.8	72.6	Eastern Bengal.
785	Nil	100.0	16	325	234	575	100.0	100.0	100.0	100.0	
48	Nil	12.5	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
(c)2,842	0.70	82.1	139	1,200	763	2,102	100.0	96.6	97.2	97.0	East Indian.
(a)1,335	Nil	100.0	1	480	353	834	100.0	81.9	77.4	80.0	Great Indian Peninsula.
50	Nil	100.0	Nil	26	20	46	Nil	89.7	100.0	93.9	
304	Nil	94.4	13	97	110	220	100.0	100.0	100.0	100.0	Jodhpur.
(e)717	Nil	92.2	Nil	286	258	544	Nil	90.5	94.5	92.4	Madras and South Mahratta.
(e)928	0.22	98.5	Nil	420	336	756	Nil	99.8	92.1	96.2	
149	23.5	76.5	Nil	62	23	85	Nil	100.0	92.0	97.7	Nizam's State.
158	42.4	57.6	Nil	82	22	104	Nil	100.0	84.6	96.3	
*2,781	Nil	97.9	54	1,078	839	1,971	100.0	100.0	100.0	100.0	North Western.
*311	Nil	81.1	8	174	51	233	100.0	100.0	100.0	100.0	
257	Nil	93.4	3	96	46	145	100.0	69.1	100.0	77.1	Rohilkund and Kumaon
352	Nil	94.0	Nil	137	102	239	Nil	100.0	100.0	100.0	South Indian.
1,349	Nil	93.7	Nil	558	145	703	Nil	75.6	45.4	66.5	
35	Nil	100.0	Nil	8	4	12	Nil	44.4	36.4	41.4	
19,605	0.93	93.2	373	7,921	4,735	13,029	100.0	86.6	88.3	87.6	Total.
\$111	Nil	100.0	Nil	23	10	33	Nil	31.1	58.8	36.3	CLASS II RAILWAYS.
64	Nil	100.0	3	17	10	30	100.0	50.0	100.0	63.8	Barsi Light.
138	Nil	100.0	Nil	85	13	98	Nil	100.0	100.0	100.0	Bengal Doars.
147	Nil	96.6	6	89	16	111	100.0	100.0	100.0	100.0	Bhavnagar State.
107	5.60	84.1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Bikaner State.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Darjeeling Himalayan.
158	Nil	100.0	Nil	51	26	77	Nil	100.0	100.0	100.0	Dibru Sadiya.
315	Nil	89.2	Nil	75	38	113	Nil	70.8	100.0	78.5	
91	Nil	100.0	Nil	49	15	64	Nil	100.0	100.0	100.0	Gackwar's Baroda State.
54	Nil	100.0	Nil	30	Nil	30	Nil	92.5	Nil	92.5	Gondal.
126	Nil	100.0	Nil	57	21	78	Nil	100.0	77.8	92.9	Jamnagar and Dwarka.
92	Nil	98.9	Nil	45	15	60	Nil	100.0	83.3	95.2	Junagad State.
(d)278	Nil	96.0	Nil	199	Nil	199	Nil	100.0	Nil	100.0	Morvi.
(d)58	Nil	98.0	Nil	44	Nil	44	Nil	100.0	Nil	100.0	
(d)10	Nil	Nil	Nil	6	Nil	6	Nil	100.0	Nil	100.0	
53	Nil	100.0	3	12	2	17	100.0	28.5	100.0	36.2	Mysore.
1,856	0.32	95.6	12	815	178	1,005	100.0	80.2	82.8	80.9	Shahdara (Delhi)-Saharanpur.
21,461	0.88	93.4	385	8,786	4,913	14,034	100.0	86.0	88.1	87.0	Total.
											GRAND TOTAL (CLASS I & II RLYS).

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(a) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 134 reserved cars and 63 non-passenger carrying vehicles.

(b) Exclude 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also excludes 17 carriages not used for public traffic and includes 2 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(c) Includes 3 steam coaches.

(d) Represent "Units" converted in terms of 4-wheelers in stock.

(e) Exclude 35 and 50 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1935-36.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingen-cies.		Per Route Mile.	Per Train Mile
1	2	3	4	5	6	7
CLASS I.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
Assam-Bengal	49,448	91,792	1,815	1,43,055	109.5	0.04
Bengal and North-Western	30,922	77,647	1,611	1,10,180	52.2	0.01
Bengal Nagpur	81,850	3,98,192	19,886	4,99,928	147.4	0.03
Bombay, Baroda and Central India	2,04,164	6,42,066	18,095	8,64,325	234.2	0.05
Burma	Nil	78,871	4,868	78,739	38.2	0.01
Eastern Bengal	Nil	3,60,575	18,799	3,79,374	188.8	0.03
East Indian	Nil	7,25,187	54,653	7,79,840	177.6	0.03
Great Indian Peninsula	(a) Nil	4,12,201	17,555	4,29,756	115.3	0.02
Jodhpur	Nil	22,292	3,636	25,928	24.6	0.01
Madras and Southern Mahratta	2,19,114	2,99,057	10,248	5,28,419	163.7	0.04
Nizam's State	1,65,437	*	22,995	1,88,432	139.8	0.06
North Western	Nil	10,86,330	17,761	11,04,091	159.0	0.05
Rohilkund and Kumaon	10,000	23,172	948	34,120	59.8	0.02
South Indian	2,09,077	1,39,250	2,689	3,51,016	138.6	0.03
Total	9,70,012	43,51,632	1,95,559	55,17,203	143.8	0.03
CLASS II						
Barsi Light	4,300	6,091	368	10,759	53.1	0.02
Bengal Doonars	76	7,544	130	7,750	48.2	0.02
Bhavnagar State	13,653	12,222	Nil	25,875	84.3	0.04
Bikaner State	274	6,977	233	7,484	9.40	0.01
Darjeeling Himalayan	1,562	Nil	Nil	1,562	10.7	0.00
Dibru Sadiya	Nil	4,345	Nil	4,345	50.5	0.01
Gaekwar's Baroda State	Nil	10,201	202	10,403	16.0	0.01
Gondal	10,248	9,635	35	19,918	130.7	0.05
Jamnagar Dwarka	1,979	3,288	24	5,291	33.6	0.02
Junagad State	5,696	1,591	Nil	7,287	34.6	0.02
Morvi	8,272	1,509	Nil	9,781	74.0	0.02
Mysore	Nil	8,582	Nil	8,582	18.6	0.01
Shahdara (Delhi)-Saharanpur Light	Nil	4,732	238	4,970	53.7	0.04
Total	46,060	76,717	1,230	1,24,007	35.0	0.02
†Class III Total	14,053	12,753	212	27,018	22.4	0.01
GRAND TOTAL	10,30,125	44,41,102	1,97,001	56,68,228	131.5	0.03

* Included in column 2.

† Does not include figures for Jessore Jhenidah Ry. as the information is not available.

(a) The payment of contribution to H. E. H. the Nizam's Government, for Crime and Order Police has been discontinued with effect from the year 1930-31 vide Railway Board's letter No. 2666-F. of 3rd September 1935 but the credit for the contributions already made, has not been received in this year.

